

# MARINE RECORD

ESTABLISHED 1878.

VOL. XXIV, No. 25

CLEVELAND -- JUNE 20, 1901 -- CHICAGO.

\$2.00 Per Year. 5c. Single Copy

## LAKE CARRIERS' ASSOCIATION.

To consider and take action upon all general questions relating to the navigation and carrying business of the Great Lakes, maintain necessary shipping offices and in general to protect the common interests of Lake Carriers, and to improve the character of the service rendered to the public.

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## BY ACTION OF THE ASSOCIATION.

The shoal in Pelee Passage on which so many vessels have grounded this season will be adequately lighted in the course of a few days. Capt. George P. McKay, H. Coulby, Capt. Edward Morton, Capt. W. W. Smith and Capt. William Gerlach, members of the committee appointed by the Lake Carriers' Association to take charge of the matter, decided to place a light on the dangerous spot as soon as a suitable vessel could be secured. The owner of the schooner Smith & Post accepted the terms offered by the Lake Carriers' committee, and she was chartered immediately for the balance of the season. A boiler will be placed in her and she will be equipped with a fog whistle. The lightship will be made ready as soon as possible, as the vesselmen are anxious to get this dangerous shoal or middle ground marked. Although the matter has not been definitely settled the lightship will probably have a red and white light.

A number of vessels stranded on Southeast shoal this season, and while none of them were badly damaged the loss of time alone would pay for the lightship, and attendant expenses many times over. The steamer Grecian of the Steel Corporation fleet was on there for two days, and had to lighten 400 or 500 tons of her cargo before she was released. The Canadian steamer Algonquin went aground on the shoal last week, and when released had a good sized wrecking bill to settle.

The Lake Carriers' Association will pay for the lightship and will try to collect the money from the Canadian Government later. The owner of the Smith & Post will furnish the crew, and the Lake Carriers' Association will fit the vessel out.

Capt. J. W. Westcott, Detroit, on behalf of the Lake Carriers' Association, called at the U. S. Engineer's Office and reported the grounding of the steamer H. C. Frick at Ballard's reef and requested that the obstruction be removed. Col. Lydecker, Corps of Engineers, U. S. A., in charge of the district, being out of the city, Mr. Wheeler, who was temporarily in charge, took the matter up and will remove the obstruction at once. Several steamers have struck at the same place recently. The Frick sustained serious damage. The obstruction which she found is on the government ranges.

Harvey D. Goulder, Esq., counsel for the Lake Carriers' Association, received a letter from the Supervising Inspector General of the Steamboat Inspection Service, James A. Dumont, in regard to the load line rule on the lakes. Gen.

Dumont agrees with Mr. Goulder and Supervising Inspector Stone on the ruling and says the load line rule does not apply to lake vessels. A letter to that effect has been sent to the local inspectors.

## OIL AS A FUEL FOR TORPEDO BOATS.

An interesting trial was made recently on board the first-class torpedo boat Ophir, built by Messrs. Yarrow & Co., England, for the Dutch Government with a view to test Holden's system of oil burning. A trial was first made with coal only, when a speed of 24½ knots was obtained over a lengthened run. Then the oil burners were started in addition to the coal supply, which remained constant throughout. With the oil and coal together the speed was immediately increased two knots, i. e. to 26½ knots. The coal burnt throughout the trial was at the rate of 2,600 pounds per hour and when the oil was supplemented the additional consumption of this fuel was 700 lbs per hour (Borneo oil). In the Ophir there are two boilers of equal size, and trial was made at a slower speed with oil only, using one boiler, when a speed of 14 knots was readily obtained, burning 500 pounds of oil per hour. The great advantage of oil burning, either alone or supplemented with coal, is that variations in evaporation can be much more rapidly made than when burning coal alone and the stoke-hold staff in larger installations can be much reduced.

## COMPASSES IN IRON SHIPS.

An amusing incident, as to bearing by compass, is reported in connection with the Rainbow while on her passage round from Liverpool to the Thames. It should be understood that the Rainbow, built at Laird's yard in Birkenhead, England, was at that time, 1837, the largest steamer in existence. She was a side-wheeler, 190 feet long, 26 feet beam and 12-8 deep, of 600 tons burden, built for the cross-channel service. Fine weather had accompanied her on the run until when off the Isle of Wight—or supposed to be—as a thick fog had come down upon her. Her captain was for the nonce in every sense "at sea," but a fishing boat being spied was hailed and asked what was his course. "South-East," said the fisherman. "I wish to heaven I knew which was South-East," responded the captain, much in the tone of the winded French trombone player, who, when urged to "play" exclaimed, "It ees all very vell for you to say blay; blay; but where ze devil am I to find ze wind?" Such a predicament as the Rainbow's captain was in, could not again occur after the results of the experiments carried out on board of her in connection with compass errors as effected by the metallic construction of the vessel's hull.

The experiments then carried out by scientific experts in the laws of magnetism settled the question of compass adjusting. Previously, the apparent eccentricities of the compass working in the vicinity of masses of iron, precluded their use in metal vessels and once out of sight of land the captain knew not where his compass was leading him to or where it correctly indicated.

REAR ADMIRAL WALKER, chairman of the Isthmian canal commission, has denied the statement attributed to Philippe B. Varilla, formerly engineer-in-chief of the Panama canal, that the commission was satisfied of the impracticability of constructing the Nicaraguan canal, but refrained from saying so because it was desired to use the Nicaraguan scheme as a means of reducing the price for the Panama company's concessions and the work done on the Panama route. The rear admiral said the commission was satisfied of the practicability of both routes, and the only question to be decided was which canal could be constructed the more cheaply and advantageously.

## NAVAL CONSTRUCTION.

The following is the degree of completion of vessels under construction for the U. S. navy, as shown by the official records June 1, 1901: Battleships—Illinois, 94 per cent.; Maine, 52 per cent.; Missouri, 37 per cent.; Ohio, 53 per cent.; Virginia, Nebraska, Georgia, New Jersey and Rhode Island, nothing. Armored Cruisers—Pennsylvania, West Virginia, California, Colorado, Maryland and South Dakota, nothing. Protected Cruisers—Denver, 47 per cent.; Des Moines, 34 per cent.; Chattanooga, 32 per cent.; Galveston, 27 per cent.; Tacoma, 20 per cent.; Cleveland, 55 per cent.; St. Louis, Milwaukee and Charleston, nothing. Monitors—Arkansas, 57 per cent.; Nevada, 87 per cent.; Florida, 66 per cent.; Wyoming, 75 per cent. Torpedo Boat Destroyers—Bainbridge, 94 per cent.; Barry, 88 per cent.; Chauncey, 90 per cent.; Dale, 94 per cent.; Decatur, 96 per cent.; Hopkins, 75 per cent.; Hull, 74 per cent.; Lawrence, 99 per cent.; MacDonough, 98 per cent.; Paul Jones, 85 per cent.; Perry, 93 per cent.; Preble, 92 per cent.; Stewart, 53 per cent.; Truxton, 68 per cent.; Whipple, 67 per cent.; Worden, 67 per cent. Torpedo Boats—Stringham, 98 per cent.; Goldsborough, 99 per cent.; Bagley, 99 per cent.; Barney, 99 per cent.; Biddle, 99 per cent.; Blakely, 98 per cent.; DeLong, 98 per cent.; Nicholson, 89 per cent.; O'Brien, 92 per cent.; Thornton, 97 per cent.; Tingey, 68 per cent.; Wilkes, 80 per cent. Submarine Torpedo Boats—Plunger, 10 per cent.; Adder, 60 per cent.; Grampus, 51 per cent.; Moccasin, 58 per cent.; Pike, 50 per cent.; Porpoise, 55 per cent.; Shark, 53 per cent.

## SUBMARINE RIVERS.

A few months ago H. Benest, an English geographer, published an interesting study of streams of fresh water flowing beneath the surface of the sea. Disasters to ocean telegraph cables first called attention to this subject. On several occasions, about 1895, a new and well-made cable between Cape Verde and Brazil broke. Soundings were made to discover whether these breakings were due to the state of the sea bottom and it was found that the place in question was near the submarine mouth of a subterranean river; the alluvial material transported by this fresh water stream encountered the cable and finally succeeded in breaking it.

The fact is that a river that flows into the lagoons of Yof, on the coast of Senegal, is finally lost in the sand. It undoubtedly has taken its invisible course to the sea, and it is this river that has been discovered in the deep hollow of more than 1,300 meters (4,270 feet) that is traversed by the Brazilian cable. Also while the cable was being repaired at a point 24 kilometers (15 miles) from the shore the repair ship was surrounded one day by orange skins, calabashes and bits of cloth which could not have come from the mouth of the Senegal river, 140 kilometers (90 miles) distant.

## A MILWAUKEE HARBOR IMPROVEMENT COMMITTEE.

At the first meeting of the committee of seven on Friday last, it was decided to make the permanent harbor improvement committee to consist of ten members.

The selection of the members has not yet been made, but there will be a member of the city government, of the Business Men's association, of the Merchants' and Manufacturers' association, and two members of the chamber of commerce; representatives of the steamship lines, the coal trade, the grain, the real estate business, and one member representing the business men of the city not directly connected with the water transportation interests.





## DULUTH-SUPERIOR.

*Special Correspondence to The Marine Record.*

The new steel steamer Lake Shore, Capt. W. H. Blather, loaded here a few days ago on her maiden trip.

Ashland ore shipments last week aggregated 143,000 tons, or within 1,000 tons of the great record made in September 1899.

The record for dispatch is now held by the Duluth, Misabe and Northern iron ore dock having recently handled 64,000 tons and loaded 14 boats in 24 hours.

Work on the new docks of the Northwestern Fuel Co at West Superior has again been delayed owing to a raft of timber getting adrift between here and Bayfield; tugs have been sent to pick up the logs.

A little flurry occurred here this week through chief mate Martin R. Doneher, of the Madagascar, causing the arrest of chief engineer Charles Neary, charged with assault. Capt. John Jenks is master of the boat.

Another big log raft, containing about 6,000,000 feet will be sent from the north shore by the Nester Lumber Company this week. The raft will be made up at Gooseberry river, a short distance from Two Harbors, and towed from there to Baraga, Mich.

Word has been received that the lumber yards of the Ontario Lumber Co., at French river, about fifty miles north of Parry Sound, were destroyed by fire. The yards were full of lumber, and between fourteen and fifteen million feet were burned. Loss \$250,000. The lumber was insured but to what amount cannot be ascertained yet.

The Evening Telegram, Superior, has a charming way of noting a stranding in stating that the steamer City of London, Capt. Wm. Anderson, now in dry dock, collided with the bottom of the lake and succeeded in getting pretty well battered up. Ordinarily, collisions only occur with floating or moving objects, but then, even ashore, the sidewalks seem to some fellows, sometimes, as if they wanted to get up and hit them.

The steamer Myles of Hamilton, from Fort William, for Deport Harbor, with a cargo of grain, which went aground on a shoal while entering the ship channel leading into Parry Sound has been released by tugs and reached Depot Harbor. The Myles ran ashore on Three Star Shoal at the speed of nine miles an hour and went hard aground. The vessel sustained considerable damage, but her pumps were able to keep her from filling until a wrecking tug with powerful pumps came to her release. After discharging cargo the Myles was taken to Collingwood drydock.

Anent the activity in timber purchases and lumber output in this neck-o-the-woods I note from the Lumber Trade Journal that Lake Erie consignees are also interested in Southern lumber. The item states that: Robert H. Jenks, president of the Robert H. Jenks Lumber Company, of Cleveland, O., was in New Orleans last week on the business of that big corporation. The latter does not confine itself to any particular branch of the lumber trade, but handles on a very large scale about all kind of stuff to be thought of. Perhaps yellow pine and cypress are among the leading items, but all kinds of hardwood, and large blocks of hemlock and white pine are included.

The Northern Pacific Railroad Co. has had plans drawn and approved for the improvement of a large area on the west side of Rice's Point which, it is expected, will include everything from the foot of the bay to West Twentieth Ave. between the bay and the railway tracks. Many acres of land will be made by filling in territory which is now available to neither railways, steamships nor manufactories. Quite as important as any other business proposition recently, concerning Duluth is the accepted fact that the mining department of the United States Steel Co. will have its headquarters here. It is estimated that this addition to the city's business interests, with the steamship interests of the company already directed from this point, will cause a marked increase in our volume of shipping, commerce and transportation.

## CLEVELAND.

*Special Correspondence to The Marine Record.*

Mr. M. A. Bradley, who was recently operated upon for appendicitis, is progressing nicely towards recovery.

The Lorain Steel Co. are after increased dock frontage so as to increase the number of Brown hoists on their plant.

Capt. Edward Smith, the well known vessel owner of Buffalo and president of the Dry Dock Co., was in the city yesterday.

The Brown Hoisting and Conveying Machine Co. have just closed an order for a \$100,000 coal working plant to be erected in Japan, having a capacity of handling 5,000 tons per day.

The Detroit, Toledo, Put-in-Bay and Buffalo passenger steam lines are now in full swing, and the crowds of pleasure seekers as well as the regular traveling public are beginning to appreciate the charm of the cool lake breezes.

Among other vessels brought from the coast this season is to be numbered the steamer Paraguay, she will be in charge of Capt. Rand, who brought the whaleback A. D. Thompson and her barges back to the lakes earlier in the season.

The Cleveland Saw Mill and Lumber Co. purchased from Alpena capitalists a tract of Canadian timber last week at a cost of \$200,000 cash and as much more in notes. The tract contains about one hundred million feet of best quality pine.

Capt. James Millen, Detroit, visited in marine circles on Thursday. The municipal, political experience that the Captain has gone through the last couple of years seems to have rejuvenated him as he now looks more sturdy than he has done for several seasons past.

I don't know whether chaperoned is just the word to use or not, but Messrs. A. B. Wolvin, W. E. Fitzgerald and Edward Smith convoyed the Montreal Harbor Commissioners to the Queen's taste during their recent voyage around the lake ports. Of course some one had to do it.

Passengers desiring to visit a foreign country are booking on the handsome passenger steamer Urania, now placed on the route between here and Port Stanley, lying about due north across the lake in the Dominion of Canada. Messrs. Bartlett & Tinker, River street, are the agents for the Urania at this port.

A new assistant engineer has been appointed for the Cleveland district to help out Major Dan C. Kingman, Corps of Engineers, U. S. A., in charge of the work here, in the person of George T. Nelles, who will relieve Mr. Blunt of part of the river and harbor improvements now being carried on at Ohio ports.

A transfer of four masters was made this week in the barges of the Pittsburg Steamship Co. Men should not imagine that when they ship in a vessel they get married to her. Capt. Brown, Jones or Smith is liable to be Mr. Walker any day or trip and not infrequently off goes his head and on goes a wheelbarrow.

The Merida Steamship Co., of Mentor, O., with a capital stock of \$300,000 has been incorporated at Columbus. The incorporators are Messrs. J. C. Gilchrist, J. D. Gilchrist, Capt. J. L. Weeks, J. A. Gilchrist and A. J. Gilchrist. The new company will operate the boats of the Whitney fleet, bought by Mr. Gilchrist recently.

There was a slight brush at the mouth of the river on Sunday night when the small Euclid Beach ferry steamer, Superior, Capt. Olsen, sheered into the Toledo boat, State of Ohio. A couple of frantics leaped to the dock and sprained their ankles, otherwise, there was considerable fear but no danger and little damage to speak of.

On Wednesday a survey was held at Lorain on the steamer H. C. Frick, which was aground for several days at Ballard's Reef. Twenty plates will have to come off to be re-rolled and about seventy frames are broken. A night and day shift will be put on the repair work and it is thought ten days will see the completion of the work.

W. E. Fitzgerald, James Hoyt and R. L. Ireland and other officials of the American Ship Building Co. named as the Mutual Steamship Co. will build a cargo steamer to be delivered at the opening of next season. She will be on the same lines as the Mars, Neptune, Jupiter and the other steamers recently built for J. C. Gilchrist.

Two more changes of masters of the barge fleet of the Pittsburgh Steamship Co. were noted this week, when papers were filed in the customs office qualifying Ed. Morey as master of the barge 130, and C. H. Noble as master of the barge 133. A general shift of these employees seems to be under way, and a revised edition of all the blue books giving masters' names and addresses would seem to be in order.

Mayor Tom L. Johnson, has chosen Miss Ruth Hanna, daughter of the Senator, to christen the cruiser Cleveland, which will be launched next August, at Bath, Me. Senator Hanna accepted the invitation on behalf of his daughter and suggested that Miss Bessie Johnson, the Mayor's daughter, share the honors and press the signal electric button, but Miss Johnson declined on account of a previous engagement.

The following notice has been sent out by Lieut. George R. Clark, U. S. N., in charge of the local hydrographic office: "Capt. Robinson, of the steamer Crescent City, reports to this office that while on the down trip at 2 a. m. June 11, when about five miles to the westward of Ashtabula and about four miles off shore, his vessel passed over an obstruction of some kind, possibly a shoal. The steamer did not strike, but 'the pumps stopped and she labored hard.' " The captain adds: "There is quite a spot there of some kind."

The steamer Urania has opened her season to the points along the north shores of Lake Erie. She will also run regularly to Port Stanley. The intention is that the same schedule shall be followed as was made last year, two trips a week being made. In addition there is some talk of special excursions. The Urania has been put in first-class shape, and is a comfortable, good and sea-worthy passenger steamer, while the route she is on is fast becoming a popular one; it is straight across the lake, north from Cleveland and to the nearest picturesque points in Canada. Messrs. Bartlett, Tinker & Co., River street, are her agents.

## EAST TAWAS, MICH.

*Special Correspondence to The Marine Record.*

The body of a man was found floating on the beach Tuesday, which is believed to be one of the victims of the Baltimore wreck. The body was bound with several turns of a rope, which indicated it had been bound to something. It was the remains of a man five feet six inches tall, with dark brown hair, wearing a checked cotton undershirt, navy blue shirt, blue overall jacket and cotton socks. It is believed here to be the remains of George Scott.

Relative to the two yawl boats belonging to the stranded steamer Baltimore, I send you photographs showing the yawls on the beach as they came ashore. A singular coincidence is the fact that yawl No. 1 came ashore bottom side up and headed to the southward about 35 miles from the wreck, and 26 hours later yawl No. 2 came ashore in the identical same spot also bottom side up and headed to southward and she would have crushed yawl No. 1 had we not pulled No. 1 out. The cut shows yawl No. 2 after we had straightened her around ready to pull out. The yawls both had holes punched through them. No. 1 has 166 cubic feet, No. 2 108 cubic feet. Both built of wood. Under yawl No. 1 we found two life preservers floating, one tied and buttoned and drawn up to its smallest capacity, eventually the one had on by the wife of Capt. Place, she being a very slim person, weighing only 90 pounds. There was a lashing of a heaving line around one seat as of a person having been tied there; as only the captain and wife had on life preservers, aside from the two wheelmen, and the fact that only the captain, his wife and the engineer Marceau were in the yawl when she capsized at the wreck, we conclude that the engineer was lashed to the seat, and when the boat went over the captain's wife threw up both arms and while she went down the life preserver slipped up off her and remained under the boat, as when she was seen afterwards, she was grasping for wreckage, the captain also got rid of his life preserver and the engineer somehow crawled out of his fastenings, as both were seen clinging to wreckage. Nothing of wreckage except cylinders and the foremast (which is floating, still held by some line), shows at the scene of the wreck. Knowing of the great danger of this obstruction, H. C. Bristol telegraphed to C. E. & W. F. Peck, agents for underwriters, for authority to have light placed on wreck at night, which they immediately gave, and the light has since been maintained, and to this fact, the tug Maxwell A. is now afloat, for Capt. Porter Stewart informs me that he was not a boat's length off during the gale of Friday night when he put back here having Capt. James Davidson, shipbuilder, of Bay City on board, and says further that he should have struck the cylinder had he not discovered the light in the nick of time to alter his course. For the further information of mariners, please state that the light appears quite low and that there is twenty feet of water outside of the wreck.

Including the Oceanic, there are now ten steamers in British merchant fleet of over 12,000 tons.



## CHICAGO.

*Special Correspondence to The Marine Record.*

The Marine Iron Works has issued a catalogue of the various types of marine engines and boilers, together with pump and other auxiliary boat machinery which are now built by the firm.

Grain shipments are slow and the line boats are carrying most of the cereals, corn is quoted at 1½c. and the usual advance makes wheat 1½ cents. Several steamers changed ports to get down-bound cargoes.

The steamer Vulcan arrived at Milwaukee Tuesday morning bearing marks of a collision. Her bulwarks on the port quarter were broken and the side of her after cabin smashed. Her master, Richard Neville, jr. declined to talk about the matter.

Chicago to New York—Current rate (all rail) 13½ cents per 100 pounds, or 8 1-10 cents per bushel (60 pounds of wheat to the bushel). Lake, 1½c., rail 3½c., marine insurance ¼c.; total 5½c. per bushel, or 8.958 cents per 100 pounds.

Capt. Wm. Nicholson, recently appointed master of the steamer State of Michigan, has been transferred to the steamer Alice Stafford and Capt. Louis Sterling, formerly 1st mate has been appointed master of steamer State of Michigan.

Some of the lake dailies still make a distinction between steamers and propellers in their port list of arrivals and clearances. It is in order to ask what propels the steamers, and, how is steam applied to the propellers? All vessels under steam are steamers, however propelled.

Capt. Joseph Lamoreaux has sold his interest in the steamers Alice Stafford and State of Michigan for \$31,800 and has retired from sailing to go into business at Muskegon. Capt. Joe was an excellent captain and also an expert marine diver. His many friends wish him continued success in any undertaking he may engage in.

Several changes of masters have been made on the Goodrich Transportation Co.'s steamers. Capt. C. Bronson of the steamer Georgia has been transferred to President A. W. Goodrich's steam yacht, Gloriana; Capt. B. Sniffen, of the steamer Sheboygan, to the steamer Georgia and Capt. Elmer Redner, formerly 1st mate of the steamer City of Racine has been appointed master of the steamer Sheboygan.

Direct passenger traffic by steamer between Chicago and Buffalo was re-established after a lapse of 25 years when the steamer Northland, belonging to the great Northern Steamship Co. steamed into this port last Friday. The event was celebrated by an excursion to Waukegan under the auspices of the Chicago Press Club. Among the 700 guests on the trip were Senator Mason and a number of other notables who made appropriate speeches.

The recent collision between the steamers John Plankinton and Merida will result in a peculiar suit for damages. Testimony is now being taken in the shape of depositions by Chas. E. Kremer, Esq. for the Plankinton's owners and a suit for damages against the Merida seems likely. The insurance on the two boats is carried largely in the same companies, but the Plankinton has the larger uninsured interest and suffered the greater damage.

The steamer Manitou arrived here Tuesday morning after making her ten days' trip to Buffalo. All on board were more than delighted with their very pleasant outing and spoke very highly of the excellent accommodation and treatment which had been afforded them during the trip. On the return trip a test of the Manitou's speed, with the new screw wheel, recently supplied by the Chicago Ship Building Co., was made between Milwaukee and Chicago. The distance, 86 miles, was made in exactly 4 hours 18 minutes, averaging 20 miles per hour.

The steamer Glenn, of the H. M. Williams Line, has received considerable alterations. Her engine and boiler have been placed several feet farther forward, her cabin and upper deck has been extended forward and a new pilot house has been built on her hurricane deck. A number of her staterooms amidships have been taken out thereby increasing the proportions of her cabin and converting her into a day passenger and fruit carrying boat. The Glenn was in the shipowners dry dock and had her engine and boiler bed plates fastened, and a shaft.

Engineers and contractors will find interest in the 1901 edition of the catalogue of the American Hoist and Derrick Company, of Chicago. Among the features of particular note the edition is finely illustrated, with a large number of fine half-tone and line engravings of derricks in position on important engineering structures. The variety of machines

is very large, including both stationary and locomotive cranes. Notably among the latter are three 40-ton locomotive jib cranes for the United States navy yards at League Island, Pa.; Mare Island, Cal.; and for the U. S. naval station at Port Royal, S. C. The boom of the crane used at League Island reaches 85 ft. from the center of the track, the gauge of which is 20 ft.

## BUFFALO.

*Special Correspondence to The Marine Record.*

The schooner Barnes loaded coal for Detroit this week, which was the first cargo shipped to the City of the Straits in two years.

There seems little doubt but that chartering ahead has been done on coal for Milwaukee at the 35 cent rate, but it is not thought that any more charters will be made at that figure.

It now appears that the backbone of the freight-handlers' strike at Erie, Pa., is about broken, after a holdout ever since the opening of navigation. A number of the strikers have returned to work.

The recent sale of the steamer W. H. Gratwick is now placed at the equivalent of \$200,000. If so, it was a tip top price for her and shows that floating property has not yet reached the stage of a give away.

The steamer Pearl, rebuilt and made as good as new, rechristened the Crystal and looking very trim and seaworthy, was brought down the Blackwell and will go in regular service on the Crystal Beach line in connection with the Puritan.

Arrangements are being made to load the new steamer Mauch Chunk of the Lehigh Valley Transportation Co. with coal on her maiden trip on Monday next. It is expected that she will be loaded on Saturday. The Wilkesbarre, her sister ship, took 6,000 tons on her first trip this season.

In the cool climate of Labrador, J. J. Hill, the railway magnate and president of the Northern Steamship Co., his family and several friends, will spend the summer at his fishing lodge and summer home at the mouth of the Esquimaux river, opposite Bell Isle, ex-president Grover Cleveland, is one of his guests.

Vice president Farrington, of the Northern Steamship Co., is quoted as saying that he felt confident that the re-establishment of the old-time celebrated trips between Chicago and Buffalo would prove highly profitable, as the first three trips of the steamers of his line were already booked nearly to the limit.

Still the old cry of shoal water in the harbor, and this port will soon be getting a hard name. The steamer James Fisk, Jr., grounded in the Philadelphia & Reading channel on Wednesday while coming in with lumber. Three tugs failed to release her, but in the afternoon the water rose and she floated. The steamer Chicago of the Western line is dry-docked. She was damaged somewhat by finding the bottom when making her dock.

And now it is given out that F. M. Clergue, the promotor of mining and transportation projects, has undertaken a scheme involving the construction of six powerful steamships, capable of navigating the St. Lawrence 10 months instead of seven, and also the establishment at Quebec of a plant for the construction of steel steamships. If Mr. Clergue is to go ahead at this rate, there may be some danger of Buffalo being side-tracked, but not much.

The members of the Montreal Harbor Commission were well pleased at all they saw here, including of course the exposition. They are an observant, businesslike body of men and will no doubt be in a position to give Montreal the latest and best facilities, after their excellent tour through the lake ports on this side of the border. Their chief mission was to see and learn all they possibly could about grain elevators, the methods of handling, etc. It is needless to say that all the members of the commission were exceedingly pleased and gratified at meeting so kind a reception and consideration at all the ports they visited between here and Duluth.

The light-house tender Haze, with Commander Dunlap, U. S. N., in charge, departed for Lake Ontario for the purpose of inspecting the light-houses of that portion of the district and distributing the annual supplies. At Charlotte, N. Y., Commander Dunlap will be joined by Rear-Admiral Norman H. Farquhar, Chairman of the Light-House Board. He will accompany the Haze on her tour of inspection of Lake Ontario and the River St. Lawrence, and will come to Buffalo to inspect the department property here. Rear-Admiral Farquhar is accompanied by his family and during his Buffalo visit they will no doubt visit the Pan-American Exposition.

## DETROIT.

*Special Correspondence to The Marine Record.*

The steam yacht Sagamore, from Philadelphia for Sault Ste. Marie, drydocked for a new wheel and overhauling this week.

It is said that the four Whitney boats culled nearly three quarters of a million dollars from the bank account of J. C. Gilchrist and his co-owners at Cleveland.

The Anchor Liner Conemaugh, with disabled machinery, passed on Wednesday in tow of the Lehigh for Buffalo. She was picked up off Sleeping Bear point by the tug Monarch.

The fire in the corn cargo of the steamer Arabia was got under on Tuesday after 25,000 bushels of corn were removed. The cargo will be overhauled before the steamer leaves for Buffalo and the damaged grain sold.

The Detroit Journal, of which William Livingston has been editor and proprietor since 1892, has been purchased by a company of Detroit capitalists. It is said there will be no change in the conduct or politics of the paper.

Sandusky is now undergoing her share of labor troubles in the strike of the lumber handlers. Like everyone else, the men want all that they can get in exchange for their labor, and even then there is no harm in looking for more.

The lock at the Canadian 'Soo' has been responsible for fully \$100,000 damage during the past week, in repairs and detention to American owned craft through a foul bottom in the canal approaches. Canadians are not treated this way on the American side.

The new steamer Gilchrist has her machinery and boilers in place and will be turned over to her owners this week. The English steamer Theano owned and managed by the Clergue syndicate is having her machinery repaired and a towing machine put in, the Seattle is also here for repairs to her machinery.

The machinists have picked out an elegant stage of weather for their vacation, or voluntary cessation from work. The Craig Ship Building Co., Toledo, is credited with letting 150 machinists rusticate this week. Of course, any class of men can work or play at their own sweet will, it takes most of us hustling though, most of the time, to keep the pot boiling.

The Lufkin-Rule Co., of Saginaw, Mich., is issuing a convenient catalogue on steel measuring tapes, rules, etc. The line of articles shown is large and intended to cover a variety suited to the wants of all who use tapes—the engineer, surveyor, architect, contractor, mechanic, the farmer and the housekeeper. The list includes an interesting variety of pocket tapes.

There is little doubt but what the Detroit Ship Building Co. will be kept just as busy as ever on new work and just as the leading marine industry of the State ought to be. In addition to the volume of work already on hand, the White Star line's new greyhound will be built, and it is also probable that the D. B. I. & W. Ferry Co. will let a contract for the building of a fast, modern steamer for the Detroit-Bois Blanc route, to be ready next summer.

The Interlake Yachting Association has arranged to hold its annual regatta at Put-in-Bay July 15, 16, 17 and 18. Toledo, Detroit, Cleveland, Erie, Buffalo and Sandusky boats will participate. The first race of the series in the regatta will be sailed on Tuesday, July 16, over a triangular course off Gibraltar Island. On Wednesday, the 17th, the free-for-all contest for the Victory cup is scheduled. Thursday will be occupied with a squadron sail to Wherle's club house on Middle Bass Island where a chowder dinner is to be served. Friday, the 19th, will witness a race over a windward and leeward course for the various classes.

"I observe," said Capt. B. B. Inman, of Duluth, "that every little while Capt. L. R. Boynton, of the car-ferry Sainte Marie, takes a gentle rap at my model of an ice breaker. I expect that there will be many who have little or no faith in the model, and that there will be unfavorable criticism here and there. But when a man is in a position where he could not give a favorable criticism if he wished, as is the case with Capt. Boynton, he should refrain from making unfavorable ones. But if Capt. Boynton feels that he must criticise, he should do so intelligently. His comments thus far indicate that he is not familiar with my model of ice breaker. When the boat, which he is sailing now, the Sainte Marie, was put in commission, he made the same gloomy prophecy concerning her. He did not think she would be a success. My ice boat proposition is, of course, something new, and therefore something of an experiment. I have faith in it and so have others, among them many men whose judgment is respected by all who know them. There is no use condemning a thing before it has been proven worthless."



**NEW DETROIT AND BUFFALO LINE.**

DAILY SERVICE TO BE OPERATED BETWEEN DETROIT AND BUFFALO COMMENCING MAY 1ST, 1902.

Passenger traffic will be liberally provided for by the Detroit & Buffalo Steamboat Co. when its two new passenger steamers have been completed and are in commission. It is said that they will be the finest steamers ever built on the great lakes for the passenger service. The cost of each will be \$650,000.

Each steamer will be 366 feet long over all, 356 feet on the water-line, 45 feet of beam, 80 feet breadth over the guards, 20 feet molded depth, 12 feet at light draft, and 3,400 tons displacement. Each will have 5,000 horse power given by a horizontal triple-expansion engine, steam for which will be furnished by cylindrical steel boilers, with the Howden forced draft. The feathering paddle wheels will be 25 feet in diameter. The contract demands that this propelling apparatus will drive each boat through the water at twenty-one miles an hour, average speed, and this probably means close to twenty-three miles an hour at her highest mark.

According to present intentions a boat will leave Detroit at 5 p. m., each day, arriving at Buffalo at 6 the next morning. At the latter port connection will be made with a fast

troit and Buffalo are expected to go by the board when the new steamers start on their route. The stock of the new company is held by the present stockholders of the D. & C. and C. & B. lines. The headquarters of the line will be in Detroit, and the officials of the D. & C. and C. & B. lines will be in charge of the new boats.

**ENGINEERING IN CHINA.**

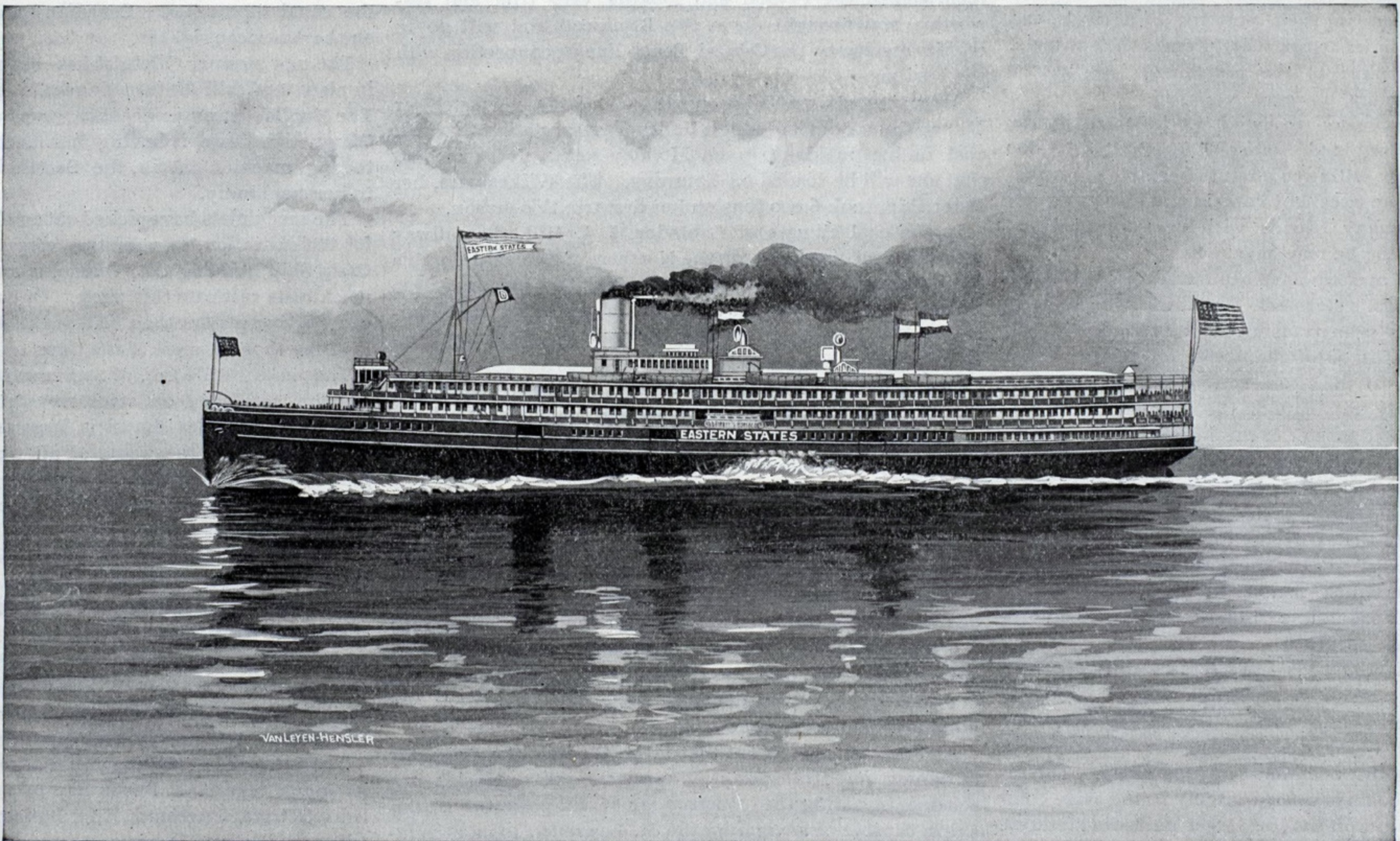
From what has been learnt about China in recent years the conclusion lies uppermost that while Chinese engineering has proceeded quite successfully along static lines, it has rested for centuries without progress in all that involves motion. Thus, while their fixed structures are notable and frequently beautiful, their machines for doing work and moving people and goods are rudely primitive. The curious Chinese wheelbarrow is still a most important factor in land transportation, but what in the United States, for example, is considered very modern "cage construction" for buildings, has been practiced by the Chinese for centuries, and is found all over China. This is one of the many interesting observations made by Mr. William Barclay Parsons during a railroad survey in 1898, and recorded in his recent book entitled "An American Engineer in China." Another example of how the Chinese have, by

**NOMENCLATURE.**

An item has been going the rounds of the press to the effect that the Bureau of Navigation, Treasury Department, had issued an order restricting the length of the name of new vessels to six letters. The reputed refusal of the customs house authorities at Baltimore recently to allow Taylor Bros., of Washington, D. C., to call their new tug William H. Yerkes, on the ground that it was too lengthy, is probably the cause of this report to spread broadcast.

The Cleveland correspondent of the MARINE RECORD, in dealing with this paragraph a month ago, had the following to say: The Cleveland Plain Dealer man is away off in stating that: "The Treasury Department has issued an order to the effect that in the future registration will be refused to all boats having a name over six letters in length. The intention is to simplify the names of boats and avoid much confusion." Without seeking any further information from any source I may say that the Treasury Department has made no such ruling, although the Commissioner of Navigation has frequently asked that names be not duplicated, made too lengthy or in any way horrible of pronunciation.

The next communication on the subject is from our



DESIGNED FOR THE OPENING ROUTE BETWEEN DETROIT AND BUFFALO IN A DAILY PASSENGER SERVICE.

train that will carry passengers into New York City at 5 p. m. that day. Twenty-four hours from Detroit to New York, with a sailing stretch the whole length of Lake Erie.

In order to make this fast time, including the checks in the Detroit river and the loss of time in shallow water, their machinery must be very powerful and capable of a sustained effort. One great feature of the horizontal engine is the almost total absence of vibration, especially when going at high speed.

The steamers will be licensed to carry 3,500 people; will have sleeping accommodations for 700; 242 state rooms; twelve parlors, each with bath; and every passenger apartment will have hot and cold running water; this is a feature new to the lakes. The dining-room will seat 150 people. The main cabin decoration will be in the French renaissance style with velvet carpets, mahogany furniture, etc., these being details yet to be arranged for.

The name in the cut does not signify that the boat pictured will bear that name. The directors must decide that matter. Mr. Kirby, the designer, suggests that one be named Eastern States, the other Western States, and the idea is taking well, for they are appropriate, and original.

It is expected that the line will be in operation by the opening of the season of 1902, and all records between De-

centuries, anticipated some of our modern inventions, is afforded by the system of dividing up the hull of a boat by bulkheads as a protection against leakage, this, with the Chinese, dating back further than the thirteenth century. The number of compartments in the Chinese trading vessels depended upon the number of owners in a vessel. Mr. John H. Morrison, in an article in *Cassier's Magazine* several years ago, told that in a large vessel there was sometimes as many as one hundred, each partner shipping his goods in his own compartment which he fitted up to suit himself, and either went in person or sent one of his family to take charge of his property. There is thus some question whether the Chinese bulkhead or compartment system was designed for insuring safety of the vessel, rather than for commercial convenience; but there is no doubt that the compartment plan existed at that early date, and that the compartments, too, were made substantial and watertight. —*Cassier's Magazine for July.*

THE torpedo boats Bagley and Barney have completed their official full speed trials, with the result that the former made a speed of 29.15 knots for two consecutive hours, the latter averaging 29.04 for the same period. Their preliminary acceptance has been declared by the Navy Department.

New York contemporary: "In reply to a communication addressed to Mr. E. T. Chamberlain, the Commissioner of Navigation, at Washington, The Nautical Gazette has received the following:

"Replying to your letter of the 7th instant, enclosing clipping to the effect that the Treasury Department has issued an order to the effect that in the future registration will be refused to all boats having a name over six letters in length, I have to state that there is no law or regulation of the Treasury Department that could be so construed."

This should set at rest any doubts which our readers may have had regarding the Government's hand in keeping the length of the names of vessels within certain limits.

THE Vanderbilt millions are behind a gigantic financial scheme which has been incorporated under the name of the Dominion Securities Co., with a capital of \$1,500,000. This is the first step in the direction of the control of a large portion of the Nova Scotian transportation and industrial companies, and the establishment of a splendid steamship service between New York and the seaport cities of Nova Scotia.



## FROM THE LAKES TO THE GULF.

One of the party representing the Illinois legislature and sanitary trustees which recently visited St. Louis by way of the drainage canal and the Illinois river, was Mr. James A. Seddon, an engineer long identified with large drainage undertakings and canal improvements. Mr. Seddon said the trip down the canal incidentally impressed the drainage board with the possibilities of the establishment of a great waterway from the lakes to the Gulf of Mexico. This subject is not a new one to Mr. Seddon. About a year ago he read a paper before the Western Society of Engineers on "Reservoirs and Control of the Lower Mississippi," a subject he has been studying for twenty years. At the same meeting Mr. L. E. Cooley, chief engineer of the sanitary district of Chicago, took up the project of ship navigation from the mouth of the Ohio to the lakes, making an estimate of the cost of a 14 foot channel, and also one of 20 feet.

A 14 foot channel between Lake Michigan and St. Louis, by way of the Illinois and the Mississippi, would cost, according to Mr. Cooley's figures, \$22,000,000, in addition to what Chicago will spend on the drainage canal as far as Joliet. The distance between St. Louis and Chicago by this water route is 320 miles. Mr. Cooley said that the engineering results would be a certainty, and that fleets of six barges, carrying a total of 12,000 tons, could ply on the canal. He proposed to construct a dam in the bluff gorge above Commerce, 140 miles below St. Louis and 50 miles above Cairo, thus reducing the slope and obtaining 20 feet of water at all stages between St. Louis and Commerce. The testimony of these engineers from long observation and experience is that a deep channel from the lakes to the gulf is merely a matter of money, and in an amount by no means excessive.

## AN OHIO AND MISSISSIPPI RIVER TOWING RECORD.

We announced in our issue of April 25 that "the Monongahela Coal Co., Pittsburg, Pa., had placed an order with the Dubuque Iron Works, Dubuque, Ia., for the largest tow boat ever built. She is to be given power and equipment to handle a tow of fifty steel barges and her estimated cost is figured at \$250,000. The contract is said to have been signed on Saturday last."

Up to the present the record for the Ohio and Mississippi river towing can no doubt be awarded to the steamer Joseph B. Williams in towing a fleet covering eight acres of river surface, comprising 52 coalboats, 4 barges, 3 flats and 1 box boat.

The size of a coalboat is 175 feet in length, 26 feet beam and 10 feet deep, carrying 26,000 bushels of coal; the size of a barge is 135 feet in length, 26 feet beam and 8½ feet in depth and carries about 18,000 bushels of coal; a flat is 90 feet in length, 16 feet beam and 8 feet deep, carrying 7,000 bushels of coal; a boxboat is 90 feet in length, 18 feet beam and 8½ feet in depth and carries 8,000 bushels, so that the total amount of coal transported in the tow aggregated 1,453,000 bushels.

Another, and favorite way, according to a statistician's method of putting it, is to string out railroad cars, and in this instance it is found that it would have required 1,937 ordinary freight cars covering a railroad track 12 miles in length to convey this amount of coal by land.

## SUIT FOR PAYMENT OF REBUILD.

Judge Kohlsaat in the United States Circuit Court, Chicago, has decided that the claim of Capt. James Davidson, of Bay City, against the sanitary district of Chicago for rebuilding the steamer Juliet must be paid. The claim amounts to over \$6,000 and has been fought in the courts for a long time. Capt. Davidson rebuilt the steamer several years ago, and the trustees of the sanitary district opposed his bill as being too large. In court it was held that the trustees had no authority to have such work done without advertising for bids, but the court ruled that inasmuch as there had been no contract, and the trustees could have stopped the work at any time, each day's work was a separate job and that the bill must be paid.

A Leschen & Sons Rope Co., North First street, St. Louis, Mo., have issued some good advertising matter in the shape of blotters, with celluloid cover, illustrating the use of their rope in long distance transmission of packages and buckets of ore. This firm manufacture all kinds of wire rope, the specialty being the patent flattened strand "Hercules."

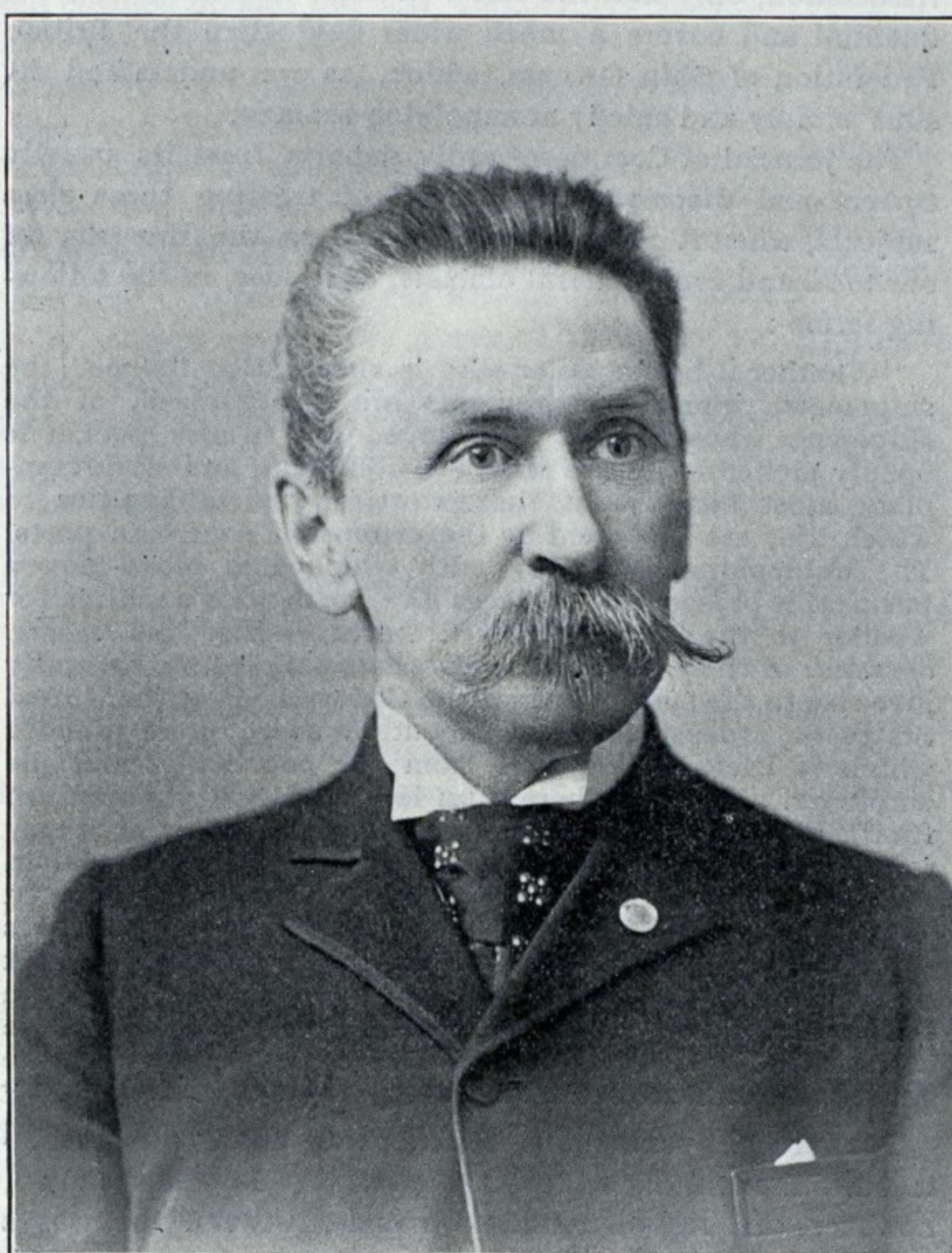
ASSISTANT GENERAL SUPERINTENDENT  
LIFE SAVING SERVICE.

(Biographical Synopsis.)

Major Horace L. Piper, Assistant General Superintendent of the United States Life Saving Service, was reared in a seaport town of Maine. He graduated from the Biddeford High School in the English and Classical courses and entered Bowdoin College a year before the Civil War began, but did not graduate. In 1862 he enlisted in the Union Army, where he served (with a very brief interval between his first and second enlistments) until within a few weeks of the end of the war, and earned the rank of Brevet-Major, as well as a medal of honor.

During his boyhood the most of his weekly half-holidays, and the usual term vacations, were spent among seafaring associations, on board of boats, yachts and steamers, and along the surf shore, where he acquired a good deal of practical knowledge helpful to the efficient performance of the place he now holds.

After the close of the Civil War, upon his own application, without the solicitation of political or other friends, he was appointed by Secretary Stanton to a clerkship in the War Department, from which he was subsequently transferred to the Treasury Department upon the request of



HORACE L. PIPER.

Assistant General Superintendent U. S. Life-Saving Service.

Senator Wm. Pitt Fessenden, then, or about that time, Secretary of the Treasury.

In 1870 he graduated from the law school of Columbian University, and was admitted to the bar of the Supreme Court of the District of Columbia. In 1873 he was appointed by the Secretary of the Treasury a commissioner to Europe for the purpose of inspecting matters pertaining to immigration to this country. In 1890 he was appointed to his present position, and is, therefore, now serving his twelfth year.

He is a member of the Masonic Fraternity, the National Geographic Society, the Psi Upsilon Fraternity, the Military Order of the Loyal Legion, the Grand Army of the Republic, the Sons of the American Revolution, the Medal of Honor Legion, and was the first Judge Advocate General of the Union Veterans' Union. He is an excellent writer and a public speaker of much force and eloquence.

Bills of Lading—Acceptance by Consignee—Demurrage—Estoppel.—Where the master of a canal boat presents bills of lading to the consignees which contain an agreement to pay demurrage, and the latter accept the cargo with knowledge of the contents of such bills, they will be estopped from denying a claim for demurrage on the ground that the goods were shipped under a different contract, not allowing demurrage. *Gabler vs. McChesney*, 70 N. Y. Supp. 191.

SHIPPING AND MARINE JUDICIAL DECISIONS.  
(COLLABORATED SPECIALLY FOR THE MARINE RECORD.)

Admiralty—Seaman's Wages—Lien—Minor Son of Master.—A sixteen year old son of the captain of a schooner, employed thereon, is not entitled to a lien on the vessel for seaman's wages. *The John T. Williams*, 107 Fed. Rep. (U. S.) 750.

Known Insolvency of Owner.—In determining whether there was an implied agreement for a lien for repairs made or supplies furnished on the order of the owner, the known insolvency of the owner is a fact entitled to great weight. *The Newport et al.* 107 Fed. Rep. (U. S.) 744.

Unseaworthiness.—The fact that a canal boat lying at a pier was not sufficiently strong to withstand a blow from the bow of a tug boat negligently colliding with her does not show the canal boat to have been unseaworthy. *The Valvoline*, 107 Fed. Rep. (U. S.) 752.

Declarations of Conspirators.—Where there was prima facie evidence that the master of a ship and others had entered into a conspiracy to defraud the insurers, the declarations of one of the conspirators made in carrying it out were competent evidence. *Voisin vs. Commercial Mut. Ins. Co.*, 70 N. Y. Supp. 147.

Demurrage—Authority of Master.—Where a charter party provides a liability for demurrage for delay in unloading at a foreign port, which is within easy cable communication with the owner, the master cannot settle the claim for such demurrage for less than the sum due. *Randall vs. Brodhead*, 70 N. Y. Supp. 63.

Laches—Priority.—Where a seaman entitled to a lien on a schooner for wages permitted the vessel to depart from a port wherein he might have libeled it and perfected his lien, he is guilty of such laches as will entitle the liens of subsequent supply claimants to priority over his claim. *The John T. Williams*, 107 Fed. Rep. (U. S.) 750.

Accord and Satisfaction.—Where there is no valid dispute as to the amount of demurrage due under a charter party for delay in a foreign port, the acceptance of a less sum by the master, and the execution of a receipt in full, which is not under seal, is not an accord and satisfaction, which will prevent the owner of the vessel from recovering the balance due. *Randall vs. Brodhead*, 70 N. Y. Supp. 43.

Marine Insurance—Evidence—Admissibility.—Where the issue was whether goods covered by a marine policy had been scuttled in pursuance of a conspiracy to defraud the insurers, it was error to permit the consignor, who had no personal knowledge that the goods were shipped, to testify that his firm had purchased the goods included in the bills of lading. *Voisin vs. Commercial Mut. Ins. Co.*, 70 N. Y. Supp. 147.

Obstructions at Dock—Injury to vessel—Fault of Master.—Recovery cannot be had for injury to a boat by its grounding on an obstruction at a dock, on the going down of the tide, where the master, though notified that there was an obstruction, and directed to breast the boat off from the dock, for which purpose a breasting plank had been fastened to the dock, failed to do so. *Leo vs. McCollum et al.*, 107 Fed. Rep. (U. S.) 742.

Shipping—Loss of Vessel by Charterer.—The general rule that a bailee for hire is not liable for the loss of the property without his fault is applicable to charter parties for vessels, in the absence of any express provision therein affecting the question other than the usual covenant for return of the property at the end of the term, which is a condition of all bailments, implied if not expressed. *Lake Michigan Car Ferry Transp. Co. vs. Crosby et al.*, 107 Fed. Rep. (U. S.) 723.

Collision in Fog—Mutual Fault.—A steamboat and a ferryboat collided in a fog so dense that neither vessel could see the other at a greater distance than twenty or twenty-five feet. Both vessels were moving at a very moderate speed, and fog signals were blown. When the signals appeared to be coming nearer, each stopped her engine, but, because of the density of the fog and the close proximity of the vessels before they saw each other, the collision followed. Held, that both vessels were in fault in not reversing their engines, so that each vessel should have been stationary. In case of mutual fault, causing collision, the practice is to equally divide the damage. *The Hanson H. Keyes*, 107 Fed. Rep. (U. S.) 537.

Personal Injuries—Written Release—Fraud—Burden of Proof.—A libellant's claim for personal injuries against a schooner was settled by the agent of a casualty company, which had insured the vessel against liability for such injuries, the libellant signing a written release, and accepting a specified sum therefor. He averred that he was tricked into signing it by the way the paper was read to him, though admitting that he was able to read the same. Held, that to be relieved from the effect of his carelessness in not insisting on the right to read it himself, he must clearly show that he was defrauded; and there being nothing to corroborate his own testimony, which was positively contradicted by the company's agent, the libel should be dismissed. *The Annie L. Mulford*, 107 Fed. Rep. (U. S.) 525.





ESTABLISHED 1878.

Published Every Thursday by

THE MARINE RECORD PUBLISHING CO.,

Incorporated.

C. E. RUSKIN, - - - - - Manager.  
CAPT. JOHN SWAINSON, - - - - - Editor.

CLEVELAND, - - - - - CHICAGO,  
Western Reserve Building. Royal Insurance Building.

## SUBSCRIPTION.

One Copy, one year, postage paid, - - - \$2.00  
One Copy, one year, to foreign countries, - - - \$3.00  
Invariably in advance.

## ADVERTISING.

Rates given on application.

All communications should be addressed to the Cleveland office,  
THE MARINE RECORD PUBLISHING CO.,  
Western Reserve Building, Cleveland, O.

Entered at Cleveland Postoffice as second-class mail matter.

No attention is paid to anonymous communications, but the wishes  
of contributors as to the use of their names will be scrupulously  
regarded.

CLEVELAND, O., JUNE 20, 1901.

AGAIN let it be stated that a port must do its own dredging inside the harbor limits. Federal or State aid can not be called for in these instances as it is considered purely a municipal and local issue.

ONE of the worst features of sailing in a small boat is the lack of exercise which a person's nether limbs have to undergo. If a lone, solitary traveler, wending his way silently across the Atlantic, could only get out and walk occasionally, the experience might in some cases be considered a luxurious mode of transportation, that is to say, a unique and select, also a singular manner of traveling.

THERE has been a great deal of discussion from time to time about abrogating the Rush-Bagot treaty of 1817 by which Great Britain and the United States limited their naval power on the Great Lakes, but it has been always wisely concluded to let so useful an international obligation alone. In spite of the letter of this treaty, though, our state naval reserves are permitted to have training ships on the lakes.

THE Chief of the Bureau of Statistics in his summary of commerce and finance for April takes occasion to say that: "The sailing for Europe of the steamers Northwestern, on April 25, and Northman, on April 30, of the Northwestern Steamship Co., virtually gives Chicago the position of an Atlantic port." Those best informed have not the temerity to vilify the "Windy City" by making use of such a geographical anachronism.

IT IS not generally known on this side of the Atlantic, nevertheless it is a fact, that an American Indian would be eligible to command a vessel in the British merchant service on proof of his ability so to do. They even certificate their German rivals and the little liked French, while their own subjects accept and fill subordinate positions under the foreigner. On this showing it would seem as if the Britisher had become so wise in his wisdom that his wits had run to seed.

ONE more chalk mark is registered against the North American, or rather the St. Lawrence traffic route in the total loss last week of the Leyland Line steamer Assyrian and the wrecking tug Petrel at Cape Race. British underwriters are shy enough already on taking Gulf of St. Lawrence risks, and this latest total loss of ship, freight and cargo will but add to their future shyness. The Quebec trade has a hard name anyway, and, although Cape Race is not a gulf port, the onus of these losses is always shouldered on to the St. Lawrence trade. We must hope for the best in the next threading of these waters by the Chicago-owned line of steamers placed this season in the Atlantic, St. Lawrence, canal and lake trade.

## CRIMPING—BLOOD-MONEY.

A recent issue of the Liverpool Journal of Commerce contains a somewhat positive and assertive editorial on "The Crimping Laws" which, after all, are supposed to be administered or obviated by British consuls in ports of the United States, at least the consuls are bound to conserve the best interests of their countrymen, and in doing so, pertinent, possible and necessary assistance is usually rendered by the municipality when applied for, but of course the authority and functions of police courts cannot be continually placed at the beck and call of foreign consuls, to carry out purely foreign laws, any more than the Journal would advocate the Liverpool constabulary force, apprehending and hunting day and night for desertions occurring from foreign ships frequenting that port.

Fortunately, or otherwise, there is no crimping carried on at lake ports. The Lake Carriers' Association support shipping officers, and shanghaiing, desertions or crimping are unknown subjects to the average worker upon the lakes, and so it has always been. Nearly twenty years ago the demands of the Seamen's Union became so arbitrary that vessel owners were compelled to form an association and this organization has remained in force up to the present. The Shipping Federation of Ship Owners, recently formed in England is much on the same basis as the Lake Carriers' Association, only that the latter is more inclusive and influential and covers a much wider field than the British Federation of Ship Owners, which, as we understand it, aims simply and chiefly at supplying seamen.

The Journal of Commerce sadly departs from its usually correct and dispassionate method of treating these class subjects, when it permits itself to asperse the integrity of our local and even Federal officials, as it does, in the following terms:

"Whether it be the sailor who is shamefully fleeced, the shipmaster whose arrangements are disorganized, or the shipowner whose vessels are delayed and whose pocket is openly picked—all have reason to complain, and all do complain most bitterly—of the extortion and difficulties to which they are subjected by the crimps in American ports. The unblushing effrontery with which this blood-money business is prosecuted in places like Portland is a matter for wonder to the whole civilized world, whilst the *modus operandi* of these daylight robbers is so simple as to naturally give rise to the suspicion that the Government of the United States, or, at least, the local executives share in the plunder which is illegally extorted from the poor sailor and his employer. Provided there is no law made and carried out for the due observance of his contract by the sailor, it is easy to understand how a crimping system is bound to flourish in a country where seamen are scarce. These conditions exist at the present moment in the United States, for the laws against desertion may be said to be practically non-existent so far as foreign seamen are concerned, whilst American sailors do not take kindly to European vessels, and leave the wants of the British shipmasters to be supplied by the gentry who call themselves boarding-house masters." \* \* \*

The foregoing excerpt is sufficient to show the general trend of the lengthy editorial referred to. It is not shown, however, that any discrimination exists between the wages paid seamen shipping in American or foreign bottoms. The ship, that is any vessel, receives a high rate of freight, she is accordingly expected to pay the best rate of wages, and only at such ports is the crimping evil existent.

There is a great deal of the old baronial feudal time tone in this screed uttered by the Journal. The British shipowner still imagines that he has a chain around Jack's neck, that they can feed him his pound and pint and cur him like a whipped dog, that my slave can work for no other master, that an agreement signed under duress, in an extremity or under other excruciating circumstances must be lived up to, etc., etc. In brief it is stated that,

"In England we would have a short and easy way of dealing with these gentlemen, and indeed our desertion laws would quite prevent any such industry from ever obtaining a footing in this country, but in the United States it does not yet seem to have been realized that it is as much the primary duty of the Government to insist upon the due performance of his contract by a foreign sailor as by a seaman of American nationality."

Let us direct the attention of the Journal of Commerce to the former glorious days of American shipping and follow us to the shipping offices of John De Costa on Waterloo Road, to the shipping, crimping, shanghaiing sailors boarding houses of Denison street, and, up until quite recently the private shipping masters employed by the large steam lines, sailing out of Liverpool, more notably, perhaps, to the old sailor baron that supplied the fleet of Frederick Leyland & Co. with salt water laborers and impostors. Liverpool has not one word to say, not a foot to stand upon, not even a

recognition to be sought, for it comes not into the court with clean hands.

American sailors are shipped before salaried shipping commissioners, who are men of integrity and businesslike aptitude. Foreign seamen are shipped in the offices of their own consuls, and it is not for the United States to inject backbone, experience and commercial acumen into the hide-bound carcasses of a number of these idle makeshifts.

The British Foreign Office would do well in rendering asunder the chains that bind Jack to his individual master, transform their ancient feudal system by permitting the sailor to exercise his own discretion regarding time and terms of labor, pay him what is due at the expiration of his services from port to port if he so requires, and treat him less like a slave and more as a hired man.

We have not the slightest notion that the foregoing hints to get out of their dilemma will be appreciated, much less adopted by the usual dictatorial, arbitrary, purse proud, authority loving shipowning denizens and their satellites of "the tight little isle," at the same time, it is the only way to treat the subject, and what they will eventually have to come to, the Foreign Office, consuls, shipowners' federation and all other influences to the contrary notwithstanding.

In a word, the United States is taking better care of a heterogeneous mass of cosmopolitans than any other nation. Furthermore, it is too late in the day or age, for the United Kingdom to ask us to pull her chestnuts out of the fire. It is sufficient for the time that Portland, Ore., furnishes their ships with the best rate of freight procurable, without asking our assistance to re-shackle the manacles on the wrists of their poor down-trodden, ill-treated \$10 per month sailor slaves and their measly treated, half-cowed sailor drivers. Let the bloated British freight collectors pay their servants an adequate compensation, treat them as they wish to be treated themselves, and we will hear less of the whining about crimping and the picking of shipowners' pockets. If there is any pocket-picking doing, let it be done by those who earn the money, and we have stated how we think this ought to be done.

## A FAST CANADIAN ATLANTIC SERVICE.

The Quebec Chronicle makes what may be considered a very pertinent admission when it states that the terminus of the proposed fast Atlantic service must be a real ocean port, and it selects as the very best one for the purpose, the harbor of North Sydney. It points out that the harbor of North Sydney is free from dangerous currents, can be reached with ease at the present rate of the ocean greyhounds in a little over 3½ days, and by a route which is comparatively free alike from the dangers of fogs and from the risk of crossing other crowded Atlantic routes. Two vessels would be sufficient to give a weekly service by the North Sydney route.

The Chronicle thinks the St. Lawrence route must be confined to cargo boats. According to it, Quebec is destined to become the chief seaport of the St. Lawrence route. Montreal is declared to be out of the race because the big vessels of the present day can only reach that port at considerable risk, while the large freighters of the future will not be able to get to Montreal at all. This, then, is the solution of the Trans-Atlantic service as far as Canada is concerned: a real fast service from North Sydney by vessels making up to 25 knots an hour, and a freight service via the St. Lawrence, the business being divided between Quebec and Montreal. Where, we ask, does Chicago come in? The lakes must have a seaport at some port, even if we have to go to Superior or Duluth to establish such.

SIX members of the Harbor Commission of Montreal visited prominent lake ports this week to inspect the harbors and grain elevators. The six members of the Commission are David S. Seath, John H. Kennedy, Joseph Coutant, John Torrance, Alphonse Racine and Hon. Robert MacKay. The Commissioners had but little to say, but they took very careful note of everything presented and on their return to Montreal their opinion of the methods in vogue here will be reflected in their choice of machinery. Considerable importance is attached to the possible use of lake appliances for loading ocean-going boats, because it may be an opening wedge that will revise conditions existing along the St. Lawrence Gulf ports.

ANENT the suggestion to race the competitors for the America's cup across the Atlantic, of course, they could do it, and possibly reach across all well, even with their racing rig, but it would be like, well, as General Grant said about war.



THE value of the association of lake carriers has been amply demonstrated during the past few days. In the first place, the load line and manning scale clauses, adopted for ocean tonnage, was attempted to be foisted upon lake vessels by the Steamboat Inspectors, at Buffalo. This was positively "scotched," mainly through the prompt and well advised action of the Counsel and Secretary of the association. A light-ship has been chartered and equipped to mark the middle ground in Pelee Passage, Lake Erie, in Canadian waters. Had this been everybody's business, which it actually was, then no one would have attended to it, and losses amounting to thousands upon thousands of dollars would have successively entailed, and this too, among small as well as large tonnage, as all vessels have to use this gateway or passage on Lake Erie. Representations have also been made and the preliminary work entered upon for the removal of obstructions at Ballard's Reef. It may also be pointed out that the supply and shipping of seamen at the principal lake ports has been conducted on the fair and uniform lines formerly laid down and carried out without the slightest friction from any source.

SEVERAL of our exchanges in relating an incident where a boat was lowered and released from the davit tackles while the vessel was under way, speak of the occurrence as bringing into use a life-saving device. This automatic releasing hook is not a life-saving device any more than a rudder, the plug of a boat, or an oar may be so considered; it is an equipment necessity though, and used in the government departmental tonnage, as well as in some of the best passenger lines in the country. With this appliance one man can lower a boat from the davit heads and the instant that either end becomes waterborne the automatic hooks on the lower blocks release her from the tackles and leave her free to swing alongside held only by the painter.

THE President has signed an order reclassifying the vessels of the navy according to their tonnage, to take place of the old classification, based on the number of guns carried. Under the new system there will be four classes, as follows: First rate men of war, of 8,000 tons and over; second rate men of war, of 4,000 tons and under 8,000 tons, and auxiliary vessels of 6,000 tons and over, except colliers, hospital ships and other vessels used for special purposes; third rate men of war, from 1,000 to 4,000 tons, and auxiliary vessels from 1,000 to 6,000 tons, and colliers, refrigerator ships, hospital ships, etc., of 4,000 tons and over, fourth rate, all other vessels.

A GOOD deal of rot has been written by our contemporaries regarding the loss of the Liverpool ship Primrose Hill, near Holyhead, and in casting the onus of the loss on the Liverpool tow-boats. The question has been fought through the courts as a signal instance of under-manning, the feature of towing was not in question in any form. As a matter of fact and actual daily practice there is no port in the world where towing and tug-boats are better, even if so well handled as at Liverpool. That port holds the world's long distance ocean towing record, and as a consequence, its tug-boatmen are the peers of any similar class of men in the world.

MINNESOTA is just as much entitled to a naval training ship as is Illinois, Michigan and Ohio. The superior lake of the Great Lakes ought to be duly recognized. In this connection, how would a joint control between Wisconsin and Minnesota of such special national tonnage stationed at the head of lake navigation meet with the views of the citizens of the adjoining States? The best possible representations could be made to the Secretary of the Navy in favor of a training ship on Lake Superior, if the both States were to join interests in bringing about such a result.

IN the industry of yacht building and equipment, including spars, sails, rigging, blocks, etc., lake ports seem to be greatly in the minority. Almost everything required for the use of the superior class of fancy tonnage is supplied from and by the eastern manufacturers. There is surely talent and skill enough to be found on the lakes without booking so many orders through the usually grasping middle-man who is not contented with the ordinary trade discount but seeks to mulct the purchaser by clapping on an extra cost on his own account.

## LAKE FREIGHTS

Iron Ore—The freight market remains steady at the rates offered, or made at the opening of the season, viz., 80 cents Duluth, 70 cents Marquette, and 60 cents Escanaba, to Lake Erie ports. The fleet owned by the United States Steel Corporation (The Pittsburgh Steamship Co.), will transport about three-fourths of the entire shipments and charters are, in a measure, under the control of that syndicate. Vessels not under part season charters expect a slight advance as tonnage is apparently in good demand but detention is experienced at discharging ports.

Grain—During the past two weeks freights have fluctuated between  $1\frac{1}{2}$  and  $1\frac{3}{4}$  cents with the line boats taking the major portion of shipments, though chartering is a little more brisk at present. The event of the week has been the chartering ahead for September wheat from Duluth at a 3-cent rate on half-a-million bushels, this is equal to \$1.12 on iron ore. The last charter was at  $2\frac{1}{2}$  cents on wheat to Buffalo.

Coal—Rates from Lake Erie ports are still at 35 cents to the head of the lakes and 40 cents to Lake Michigan with a feeling that an advance of 10 cents will shortly be made, at least to Milwaukee, as coal must be sent forward and tonnage is not at command. Certainly there is no chartering ahead being done at present rates, although vessels were rather bunched at Lake Erie ports last week. The Buffalo docks are pretty well cleaned up and but few cargoes are loaded this week at the above named rate.

Lumber—There is no longer any difficulty in securing \$2.50 per M feet from the head of the lakes to Lake Erie ports, with brisk chartering and tonnage in demand.

## ANOTHER SPEEDY LAKE STEAMER.

The new steamer Chippewa, of the Arnold line, proved her right to be classed among the flyers of the lakes by making the run from Detour to Mackinac in one hour and forty minutes, an average slightly better than 21 miles an hour. The boat has been in service for several weeks, but it was only last week that all four of the boilers were used for a spurt.

The Iroquois, now under completion at the Toledo yards of the Craig Shipbuilding Co., is 14 feet longer than the Chippewa, making her 224 feet over all and 34 feet beam. Capt. J. B. Wonder will take charge of the new Arnold liner and is now superintending her equipment ready for service next month. She will be another speedy craft.

## THAT LOAD LINE QUESTION.

Supervising Inspector C. H. Westcott has issued a letter to the local inspectors of steam vessels of the eighth district, comprising the ports of Chicago, Milwaukee, Grand Haven, Marquette, Port Huron and Detroit, giving them instructions in regard to "load line draft" of steamers. He says in the letter: "The load line draft blank space on form 2115 should only be filled in on such certificates when issued to ocean going steamers, as provided by act of Congress approved Feb. 21, 1891.

"If any of the local boards in this district have improperly indicated the load line in certificates other than ocean going steam vessels, such entry should be cancelled on all certificates so improperly issued."

## ANOTHER CAR FERRY STEAMER.

Announcement is made that the Pere Marquette Railway Co. has set aside the sum of \$340,000 for the construction of another steel railroad car ferry, to be practically a duplicate of the two now afloat. With this addition the lake service of the Pere Marquette company will consist of four passenger and package freight steamers and four car ferries. Three of the latter are of steel and one of wood. The car ferries all possess passenger accommodations.

THE United States Yachting Directory, containing the names of 8,000 yachtsmen and yacht owners, residing in this country, who are members of prominent yacht clubs of America, together with their address and the yacht clubs to which they belong, has been compiled by Frank A. Ingram, Bristol, R. I., and is sold at \$2.

A SUIT against the San Francisco pilots has been brought by the heirs of Thomas Brady and Joseph Smith, two of the engineer crew of the City of Rio de Janeiro, who lost their lives when that steamer was wrecked. In each case \$50,000 is the claim.

## ELEVENTH DISTRICT LIFE-SAVING SERVICE.

SUPT. J. G. KIAH, HARBOR BEACH, MICH.

The following is a list of the location of life-saving stations, with the names of keepers and their addresses, in the 11th district. The number of the district was changed last year from the 10th to the 11th.

Lake View Beach; Capt. G. W. Plough, North Port Huron, Mich.  
Sand Beach; Capt. H. D. Ferris, Harbor Beach, Mich.  
Pointe aux Barques; Capt. J. H. Frahm, Huron, Huron Co., Mich.  
Grindstone City; Capt. Henry Gill, Port Austin, Mich.  
Ottawa Point; Capt. R. M. Small, East Tawas, Mich.  
Sturgeon Point; Capt. J. E. Henderson, Harrisville, Mich.  
Thunder Bay Island; Capt. J. D. Persons, Alpena, Mich.  
Middle Island; Capt. E. P. Motley, Alpena, Mich.  
Hammond's Bay; Capt. Joseph Valentin, Hammond, Presque Isle Co., Mich.  
Bois Blanc; Capt. G. S. Cleary, Walkers Point, Mich.  
Vermilion Point; Capt. J. A. Carpenter, Vermilion, Chippewa Co., Mich.  
Crisp's; Capt. James Hunter, Vermilion, Chippewa Co., Mich.  
Two Heart River; Capt. Albert Ocha, Vermilion, Chippewa Co., Mich.  
Muskallonge Lake; Capt. James McGaw, Vermilion, Chippewa Co., Mich.  
Grand Marais; Capt. Benjamin Truedell, Grand Marais, Mich.  
Marquette; Capt. Henry Cleary, Marquette, Mich.  
Ship Canal; Capt. T. H. McCormick, Desmond, Houghton Co., Mich.  
Duluth; Capt. M. A. McLennan, Duluth, Minn.

The first ten of the above-named stations are on the coast of Lake Huron, and the remaining eight are on the coast of Lake Superior.

Capt. Henry Cleary, of the Marquette station, has been detailed as keeper of the station at the Pan-American Exposition, at Buffalo, N. Y.

## LETTERS AT DETROIT MARINE POST OFFICE.

JUNE 19, 1901.

To get any of these letters, addressees or their authorized agents will apply at the general delivery window or write to the postmaster at Detroit, calling for "advertised" matter, giving the date of this list and paying one cent.

Advertised matter is previously held one week awaiting delivery. It is held two weeks before it goes to the Dead Letter Office at Washington, D. C.

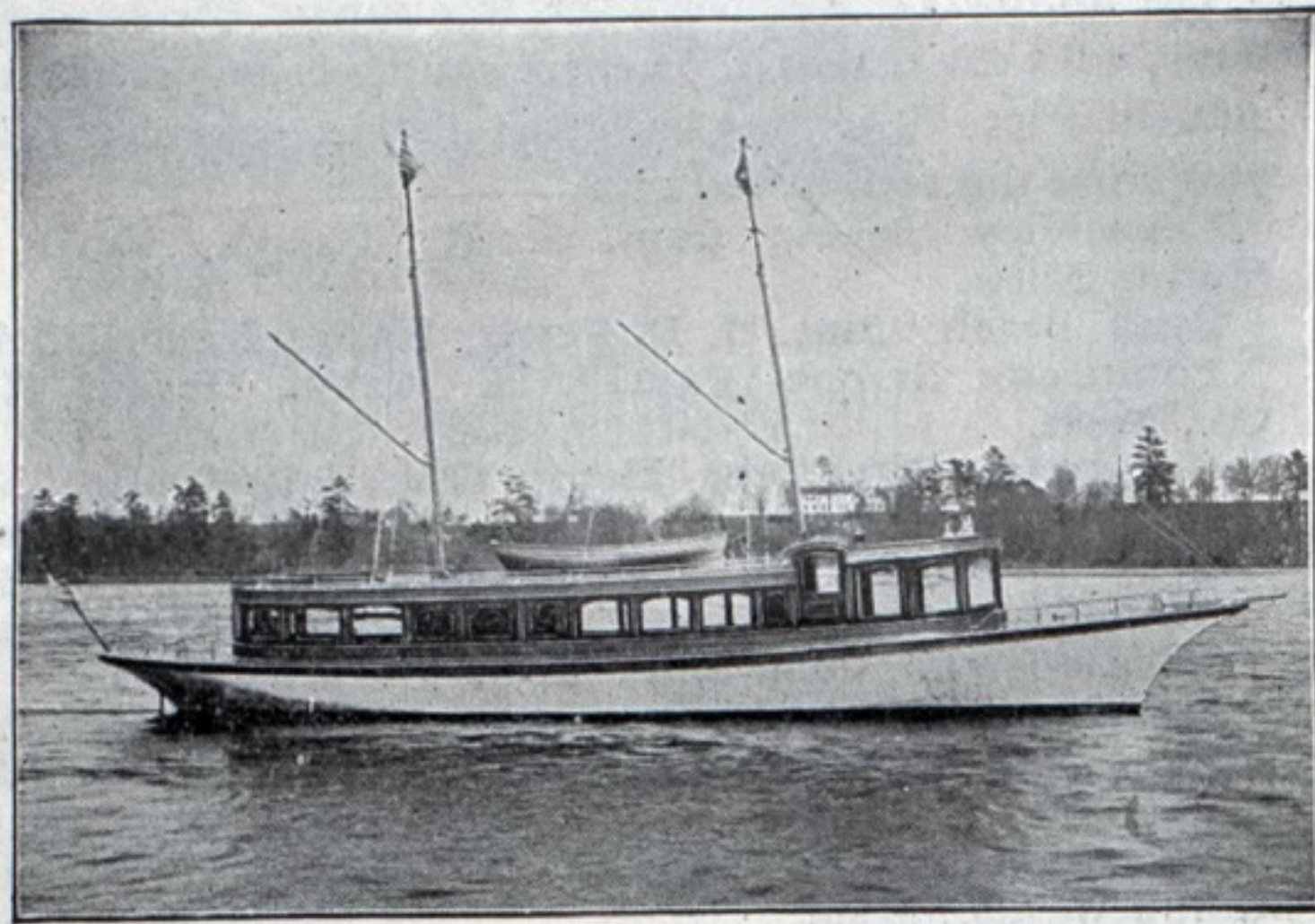
Allen James, A. B. Wilson	Keller C. W., Continental
"Geo. A., Manola	Leedham E. R., Albright
Anchor Norman	Lavoie Capt., Warrington
Baldwin Jno., Caledonia	Maxon C.
Brown Frank, Carpenter	Monks Geo. H.
Blair C. J., Gilchrist	Miles J. E.
Bassett Thos.	McFarlane Dan.
Barney Richard	McArthur Albert, Smeaton
Bresnahan Thos.	McKay Neil
Barnard Henry	McIver Alex., Cornell
Christy R. C., Hoyt	Parker James, Shrigley
Crane Thos. 2	Phister Capt. E.
Campbell J. A., Pratt	Pelkey Oliver
Chartier Barney	Parkarg James E.
Carrigan J. A.	Ray Ben, Vega
Comins Edward	Rabshaw Jno. W.
Diem Jno., Mont Blanc	Socia Joseph
Diehl Victor, Arizona	Steisus Edw. 2, Wyoming
Dupont John, Briton	Smith James
Dalrymple O., Lentz	"Ralph V.
East Jos. H., Williams	Shaffer Edward 2
Fish J. C.	Smith F. W.
Gleason N. M.	Stanly Jimmy
Gilbert Fred., Spencer	Simons Louis, J. I. Case
Gregory Thomas	Thomas Geo. H.
Hilbert James S., Parker	Toeppe Mike
Holden Chas.	Thurston John
Hussett Frank	Tilley Peter
Hefferman Frank, Naples	Turner Smith, Presque Isle
Hines Thomas	Vorce D. A.
Johnstone Fred., Newaygo	Nall Agnes
Knapp A. S., Amazon	Wilson Leonard
Kealey L.	Williams John
King Terry, Lockwood	F. B. DICKERSON, P. M.

## MARINE PATENTS.

Patents issued June 11, 1901. Reported especially for the MARINE RECORD. We furnish complete copies of patents at the rate of 10 cents each.

675,929. Marine Propeller, Jeremiah D. Brown, Plainfield, N. J.  
675,969. Device for preventing racing of marine engines, J. T. Parry, Jacksonville, Fla.  
676,075. Means and mechanism for unloading ore, coal etc., from vessels to docks, cars, etc., A. McDougall, Duluth, Minn.  
676,143. Appliance for transportation of coal and other supplies chiefly designed for ships at sea, G. C. Mackrow, Herbert G. Cameron, London, England.  
676,164. Propulsion of boats, yachts or the like, J. G. Villar, Cheltenham, England.  
676,196. Towing-machine, F. Metcalf, Cleveland, O. assignor to the Chase Machine Co., same place.





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without attention, and can be seen  
a distance of six miles. . . . .

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### UNIVERSAL MARITIME LAW.

On the lines of the resolutions adopted at the London and Paris conferences on the unification of maritime law the outcome of several sessions has been the adoption of the following proposed treaties dealing with the law of collision and salvage.

These proposed treaties will be submitted to the International Maritime Congress, which will be held at Hamburg next year; then the adoption of the treaty will call for the signature of all maritime nations. We herewith reproduce the clauses on salvage and collision:

#### I. DRAFT TREATY RELATIVE TO A UNIFORM LAW OF COLLISION.

Art. 1.—The High Contracting Parties desiring to favor the development of a uniform maritime law will submit to the principles set forth in the present treaty the judgment of all actions brought, after the date of its ratification, before their Courts and Tribunals respectively, in respect of a collision between sea-going ships or between a sea-going ship and a ship employed in internal navigation.

Art. 2.—Collisions between ships of war and ships of the mercantile marine are not submitted to the present treaty save in so far as responsibility is admitted in this respect by the law of the particular State.

Art. 3.—The present treaty is concluded for an unlimited time, but each of the Contracting Parties has a right of renouncing it. Such renunciation shall only have effect after notification to the other parties. Actions brought meanwhile shall continue submitted to the treaty. It shall continue to have full effect between the Parties who have not renounced it.

#### UNIFORM PRINCIPLES TO GOVERN CASES OF COLLISION.— GENERAL PRINCIPLES.

Art. 1.—If the collision is without fault, or due to inevitable accident (*force majeure*), the losses fall on the interests which have suffered them without any right of compensation. It is the same if the fault causing the collision is inscrutable. The case where one of the vessels is at anchor is no exception to this rule.

Art. 2.—If the collision has been caused by the fault of one party only, all the losses are borne by the vessel on board of which such fault has been committed.

Art. 3.—If there is common fault the responsibility of each of the vessels is proportionate to the gravity of the fault. All losses caused either to the vessels, or to their cargoes, or to their crews, or passengers are divided between the vessels in the same proportion, the liability not being joint (*sans solidarite*). The vessel sued by virtue of a contract of affreightment can, by proving the fault and degree of fault of the other vessel, free itself proportionately from the liability under which it lies under the contract.

Art. 4.—Losses in cases of collision are to be recompensed in full. They include especially the measure of actual detriment proved, the amount of the losses caused by the collision, the profits of which the injured parties are deprived, and indemnity in the nature of demurrage due to the vessels.

Art. 5.—The fact that the collision has been caused by the fault of a pilot whose employment is compulsory presents no obstacle to the liability of the ship as established by the provisions of the present treaty.

Art. 6.—The sea-going ship in tow is liable in respect to third parties for damage resulting from a collision caused by the fault of the tug in its service. The liability does not prevent the ship in tow having recourse against the ship towing in virtue of the towage contract. The tug is, on the other hand, directly liable for its faults with respect to parties injured, in conformity with the principles enunciated in the preceding articles, but it is not jointly liable for the faults of the towed ship.

Art. 7.—Every regulation making an action for collision subject to noting a protest or to special formalities is annulled.

Art. 8.—The right to bring a collision action is barred by the lapse of two years from the time of the occurrence. The special laws of the country determine the causes for which this prescription is interrupted. Action brought by the captain, even on account of his outfit alone, suspends the prescription for the benefit of all parties interested in right of the ship which he commands.

Art. 9.—Ships which have been in collision are bound to afford assistance as far as circumstances permit. The special laws of the country determine the penalties to which those breaking the regulation are liable. The owner of the ship is not liable by reason of breach of the regulation by the captain or crew, and the neglect to afford assistance does not entail a presumption of fault from the point of view of pecuniary responsibility for the collision.

Art. 10.—When in the preceding regulations the liability of the ship is spoken of, by these words is intended the liability of the owner of the ship, of the charterer, or of any other person who may be made responsible by the laws of each country for faults committed in case of collision, by the captain, officers, crew, or other agents.

#### DRAFT TREATY RELATIVE TO A UNIFORM LAW ON MARINE SALVAGE.

Art. 1.—The High Contracting Parties desiring to favor the development of a uniform maritime law will submit to the principles set forth in the present treaty the judgment of all actions brought, after the date of its ratification, before their Courts and Tribunals respectively in respect of salvage of a sea-going vessel or of assistance rendered to such vessel.

Art. 2.—Nothing which is herein contained modifies the rules followed by each of the High Contracting Parties with reference to the competence of judicial authorities, or administrative authorities charged with deciding claims brought for salvage or assistance. It is no longer left to the legislation of each one of the High Contracting Parties to apply to cases other than collision the obligation to afford assistance to ships in peril.

Art. 3.—Successful services rendered to a ship in peril give the right to reimbursement of freight and damages, and to an equitable remuneration. All legislative distinction between salvage and assistance (services in the nature of salvage) is abolished.

Art. 4.—Nothing is due if the service rendered remain without useful result. In any case the sum to be paid cannot exceed the value of the salvaged property.

Art. 5.—Persons who have co-operated in the work of rendering assistance against the express prohibition of the captain of the ship assisted, are barred from all right to indemnity or remuneration.

Art. 6.—A tug has only the right to remuneration for assistance rendered to the ship towed by her, if she has rendered exceptional services, which cannot be considered as the fulfillment of her contract of towage.

Art. 7.—The pilot and crew of a ship in peril have no right to any remuneration, even for extraordinary services, so long as they can be considered as being within the limits of their respective contracts of service.

Art. 8.—In default of express agreement concluded between the parties, the competent administrative or judicial authorities fix the remuneration, taking for the principal basis the efforts and merit of those who have rendered assistance, the danger incurred by the vessel assisted, and by the assisting vessel, and the success obtained; secondly, the value of the salvaged objects. In no case shall the competent authorities be either forced or authorized to allow a fixed proportion of the objects salvaged or of their value.

Art. 9.—Every contract made in time of peril by those exposed thereto with a view of fixing the remuneration can be modified in its effect by the judge if he considers that the remuneration agreed is not equitable either to one or to the other party.

The Irate Pa.—“Bessie, tell young Smith he must cease his visits here. I forbid him the house.” “But, pa, he doesn't want the house. It's me he's after.”

### EASTERN FREIGHTS.

Messrs. Funch, Edye & Co., New York, report the condition of the Eastern freight market as follows:

The volume of business transacted in grain charters has been on an increased scale and indications point to a gradual improvement in freights, both for prompt and late loading. There are one or two shorts in the market for June tonnage, which is very limited, and which consequently commands an increased figure. For fall loadings shippers are recognizing the fact that they will have to advance their figures in order to secure tonnage. A charter is reported for two voyages on the basis of 28 s for picked ports for August loading, 3s for September and October. In sympathy with grain, rates in other directions also show a firmer tendency and from the Gulf one steamship has been closed for two consecutive voyages, commencing in October on the basis of 15s 6d, net form to U. K. Continent. Timber charterers have also been obliged to raise their rates, in order to secure tonnage, one or two fixtures being reported at a slight advance.

Our market for sailing vessels continues in its firm attitude, principally on account of scarcity of tonnage. Rates in consequence hold their own.

The only item of interest for the week is the chartering of several vessels for Rosario for case oil at 23 cents and with lumber to fill at about \$11. In other lines there is nothing new.

### VISIBLE SUPPLY OF GRAIN.

As compiled for THE MARINE RECORD, by George F. Stone, Secretary Chicago Board of Trade.

CITIES WHERE STORED.	WHEAT. Bushels.	CORN. Bushels.	OATS. Bushels.	RYE. Bushels.	BARLEY Bushels.
Buffalo .....	2,203,000	718,000	942,000	73,000	184,000
Chicago .....	6,304,000	6,335,000	3,115,000	168,000	34,000
Detroit .....	214,000	145,000	1,000	1,000	1,000
Duluth .....	5,123,000	2,758,000	1,041,000	265,000	44,000
Fort William, Ont.	1,311,000				
Milwaukee .....	408,000	657,000	537,000	3,000	16,000
Port Arthur, Ont.	121,000				
Toledo .....	165,000	681,000	174,000	4,000	
Toronto .....	54,000		1,000		40,000
On Canals .....	506,000	258,000	356,000	9,000	
On Lakes .....	797,000	1,415,000	354,000		
On Miss. River .....	48,000		79,000		
<b>Grand Total .....</b>	<b>35,130,000</b>	<b>17,271,000</b>	<b>10,832,000</b>	<b>616,000</b>	<b>540,000</b>
<b>Corresponding Date,</b> 1900 .....	<b>44,176,000</b>	<b>11,230,000</b>	<b>5,891,000</b>	<b>923,000</b>	<b>770,000</b>
<b>Increase .....</b>		<b>1,222,000</b>	<b>244,000</b>		
<b>Decrease .....</b>	<b>162,000</b>			<b>82,000</b>	<b>149,000</b>

While the stock of grain at lake ports only is here given the total shows the figures for the entire country except the Pacific Slope.

### AMERICAN SOCIETY OF CIVIL ENGINEERS.

The American Society of Civil Engineers will hold its annual convention at Niagara Falls on June 25-28. The programme will include the presidential address, by J. J. R. Croes, a lantern-slide lecture on the Niagara bridges by Walter McCulloh, and discussions of all papers presented during the last six months. Four special topics will come up for debate; first, should only those competent to practice as civil engineers, and who should judge of their competency; second, what are the principles and details of concrete-steel construction; third, what is necessary to decolorize water and how may it be accomplished; fourth, the consumption of water and the prevention of waste.

A member of the Coast and Geodetic Survey, G. R. Putnam, will tell, in the July Scribner's, of a trip which he took in out-of-the-way portions of the Yukon Delta in Alaska. The illustrations, from his photographs, show a region of unusual picturesqueness.



## THE DAYS OF GREAT THINGS.

It is rather a unique way of presenting the subject, and yet, as the cannie Scot might say, perhaps there's mair truth than poetry in the proposition as set forth by the American Land and Title Register in the following form.

"The present great harbors and seaports of the Pacific coast are at San Francisco and on the Puget Sound. To control, if possible, or at least have terminal facilities superior to those of any rival, at these ports, is the western end of the struggle between the nine or ten men who already control 108,454 miles of the total 146,391 miles of railway directly bearing on the contest.

"Terminals at New York, Philadelphia, Baltimore, Norfolk and Boston, desired by the same parties, constitute the eastern end of the project.

"Supposing one part or the other, no matter which one, eventually obtains supremacy absolute, as to the transcontinental extremes of the proposition; and supposing that this victorious interest own all the dockage facilities and operates great lines of steamships east across the Atlantic and westward to the Orient. What then?

"Well, Canada has a superb opportunity, which is already being taken advantage of far beyond the dreams of the average citizen of the United States; there are good ocean harbors at Savannah, and Charleston, and Mobile, New Orleans, Port Arthur and Galveston are available ports. Already there is a combination of St. Louis and New York capitalists with a proposition to take the Mexican Central Railway to Manzanillo—one of the largest and best harbors of the Pacific coast, and so provide a mammoth Pacific ocean terminal point for such railway interests as may not be in the grasp of the Rockefeller-Vanderbilt-Hill-Gould-Morgan-Cassatt combine. Finally, there are still remaining and available several other ocean harbor sites on the Pacific coast and up the Puget Sound country. All of these possibilities are even now probable factors in the fight, and, incidentally, it may happen that the ordinary American people—the peasants, varlets and clowns, so to speak—will take it into their heads to demand governmental control of railways and telegraph lines." "What then?"

Incidentally, it is further mentioned.

"That the great American 'communities of interest' are thoroughly in earnest, is demonstrated by the appended exclusive reports to the Register:

"Vladivostok, Siberia.—Representatives of J. Pierpont Morgan have already secured control of the ice crusher facilities in this harbor, which, with their recent purchase of the iron and coal deposits in the Yablong mountains, and of the holdings of the Fair Association at Novgorod, makes them masters, practically, of the Trans-Siberian railway. It is understood that Mr. Morgan has let the Czar in 'on the ground floor' of the deal.

"Tokyo, Japan.—The inside significance of the Corean-Russo-Chinese contention was fully revealed to-day by announcement of the fact that the Standard Oil Co., which has for some time controlled the pipe lines and tank boats in the Caspian and Black Seas districts, has purchased the Akinolinsk and Irkootsk Railway, which they will operate in conjunction with the Gould and Harriman properties—the Baikal and Chinese Northern road. It is understood that Rockefeller & Co. loaned the Imperial Russian Bank \$300,000,000 with which to make good its gold reserve and for which the Czar promises perfect protection in case of war between Japan and Russia.

"Pekin, China.—The most striking feature of our week-end showing, practically overshadowing all international confusion, was the receipt of news that during the past week the Empress has been entertaining financiers representing the Vanderbilt group of promoters. Just what results have ensued is not known, but it is claimed that her imperial highness feels entirely easy as to the settlement of the indemnity question, and that the Antipodean Association will control the terminal facilities at Shanghai and Hong Kong. This organization is known to be of American origin, but whether it is Hill-Morgan or Gould-Harriman in complexion is a mystery.

"Cairo, Egypt.—Pierpont Morgan has succeeded in purchasing outright the Suez canal.

"London, England.—To-day J. J. Hill's agents completed negotiations whereby the British government transfers ownership of the Rock of Gibraltar to the Hill-Morgan clique.

Consideration not named. It is understood that this is but a preliminary move to the ultimate turning over of the town and fortress to Russia.

Sitka, Alaska.—There is no truth whatever in the report that Andrew Carnegie and J. J. Hill are to build a bridge across the Behrings Strait."

## SUN'S AMPLITUDES.

The following approximate amplitudes of the Sun's rising or setting will be given each week in this column during the season of navigation. A second bearing may be taken by compass at sunset, by reversing the east bearing given for the nearest latitude, as the change in declination for a few hours makes but a slight difference in the true bearing of the Sun's setting. The bearing may be taken when the Sun's center is on the horizon, rising or setting. The elements which may be obtained by taking these amplitudes are the quantities known as local attraction, variation and deviation, or the total difference between compass and true, or geographical bearings.

LAKE ERIE AND S. END LAKE MICHIGAN, LAT. 42° N.

Date. Amplitude. Bearing P'ts. Bearing Comp.

June 22....E. 32° N. = N. 5½ E. = N. E. by E. ½ E.

June 27....E. 32° N. = N. 5½ E. = N. E. by E. ½ E.

LAKE ONTARIO, S. END HURON AND CENTRAL PORTION LAKE MICHIGAN, LAT. 44° N.

Date. Amplitude. Bearing P'ts. Bearing Comp.

June 22....E. 34° N. = N. 5 E. = N. E. by E.

June 27....E. 34° N. = N. 5 E. = N. E. by E.

N. END LAKES HURON AND MICHIGAN, LAT. 46° N.

Date. Amplitude. Bearing P'ts. Bearing Comp.

June 22....E. 35° N. = N. 4½ E. = N. E. ¾ E.

June 27....E. 35° N. = N. 4½ E. = N. E. ¾ E.

LAKE SUPERIOR, LAT. 48° N.

Date. Amplitude. Bearing P'ts. Bearing Comp.

June 22....E. 37° N. = N. 4¾ E. = N. E. ¾ E.

June 27....E. 37° N. = N. 4¾ E. = N. E. ¾ E.

With a compass correct magnetic, the difference between the observed and true bearing or amplitude will be the variation for the locality. Should there be any deviation on the course the vessel is heading at the time of taking the bearing, the difference between the observed and the true amplitude after the variation is applied will be the amount of deviation on that course. If the correct magnetic bearing is to the right of the compass bearing, the deviation is easterly, if to the left, the deviation is westerly.

## NOTICE TO MARINERS.

UNITED STATES OF AMERICA—NORTHERN LAKES AND RIVERS—MICHIGAN.

TREASURY DEPARTMENT,  
OFFICE OF THE LIGHT-HOUSE BOARD,  
WASHINGTON, D. C., June 15, 1901.

LOWER HAY LAKE CUT EAST SIDE MIDDLE FLOAT LIGHT No. 12.—Notice is hereby given that, on or about June 15, 1901, a fixed red post lantern light will be established, 12 feet above the water, in place of the former Lower Hay Lake Cut, East Side Middle Light, No. 12.

The light will be shown from a lantern suspended from a cross arm on a red wooden upright on a red scow, moored on the easterly side of and about midway of the length of the Lower Hay Lake Cut, St. Mary's river, and about 1½ miles north-westerly of Junction Post Light.

By order of the Light-House Board.

N. H. FARQUHAR,

Rear Admiral, U. S. Navy, Chairman.

Agency—Scope of Agent's Authority—Unauthorized Sale of Vessel.—Agents who are authorized by the owner to sell a yacht are not thereby given any authority, either actual or apparent, to sell a naphtha launch, sometimes used as a tender to the yacht, but which was not legally an appurtenance thereto, but a separate vessel, and, in the absence of actual authority, they cannot bind the owner by a sale of the launch. Forrester vs. Vanderbilt, 107 Fed. Rep. (U. S.) 734.

## TREASURY DECISION.

INTERNAL REVENUE STAMPS ON MARINE PAPERS OF VESSELS, ETC.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION,  
WASHINGTON, D. C., June 8, 1901.

To Collectors of Customs, Shipping Commissioners, and others:

The act of Congress approved March 2, 1901, abolishes on and after July 1, 1901, taxes affecting the mercantile marine, owners or masters of vessels, seamen, etc., as follows:

Special tax, commercial brokers.

Stamp taxes on—Bank checks; drafts and orders for the payment of money at sight or on demand drafts and orders for the payment of money otherwise than at sight or on demand, and foreign bills of exchange and foreign orders for the payment of money, remain taxable, as provided for by the act cited, section 8, paragraph 5; certificates of deposit; postoffice money orders; promissory notes; mortgages; leases; export bills of lading; manifests for custom house entry or clearance of cargo; powers of attorney; protests; charter parties; certificates of all kinds, except certificates of profits or certificates showing interest in property or accumulations of companies; warehouse receipts; telegraphic dispatches; express receipts (domestic freight bills of lading remain taxable); policies of insurance and premiums charged for marine, inland, fire, casualty, fidelity, and guarantee insurance; taxes on telephone messages.

Under said law, the requirement that stamps shall be affixed to the documents specified below will cease July 1, 1901:

Certificate to acknowledgement of bill of sale of a vessel; charter party of registered vessel; certificate of registry; certificate of enrollment; certificate of record of American built vessel owned by aliens; master carpenter's certificate; certificate of issue of temporary document; certificate of ownership; certificate of surrender of document; certificate of payment of tonnage duty; United States bill of health; certificate to shipping articles required by section 4512, Revised Statutes; certificate of damage by port warden or marine surveyor; seamen's protection certificate; certificate of admeasurement, appendix; certificates as to wages and effects; certificate of discharge; account of wages and effects.

E. T. CHAMBERLIN, Commissioner.

Approved: O. L. SPAULDING, Assistant Secretary.

## VESSELS CLASSED.

Vessels classed and rated this week by the American Bureau of Shipping, New York, in the "Record of American and Foreign Shipping," are as follows:

American barge Robeson, British 3-masted schooner Harry Troop, British schooner Canadian, Swedish 3-masted schooner Lilly, Swedish bark Norden, and Swedish brig Ida.



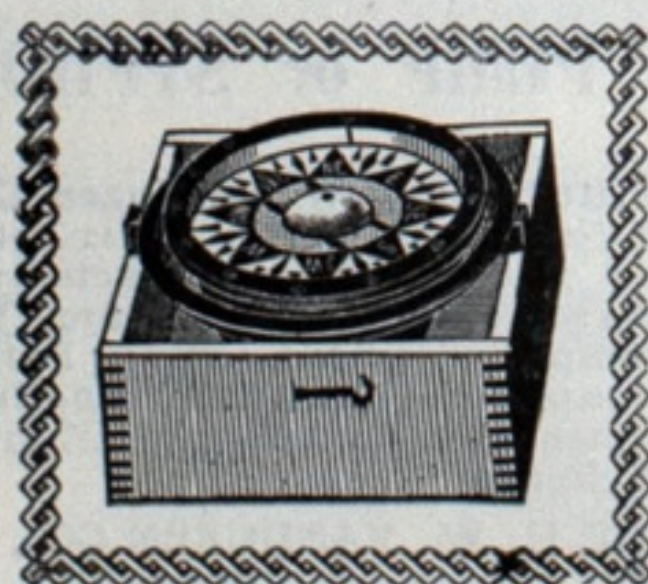
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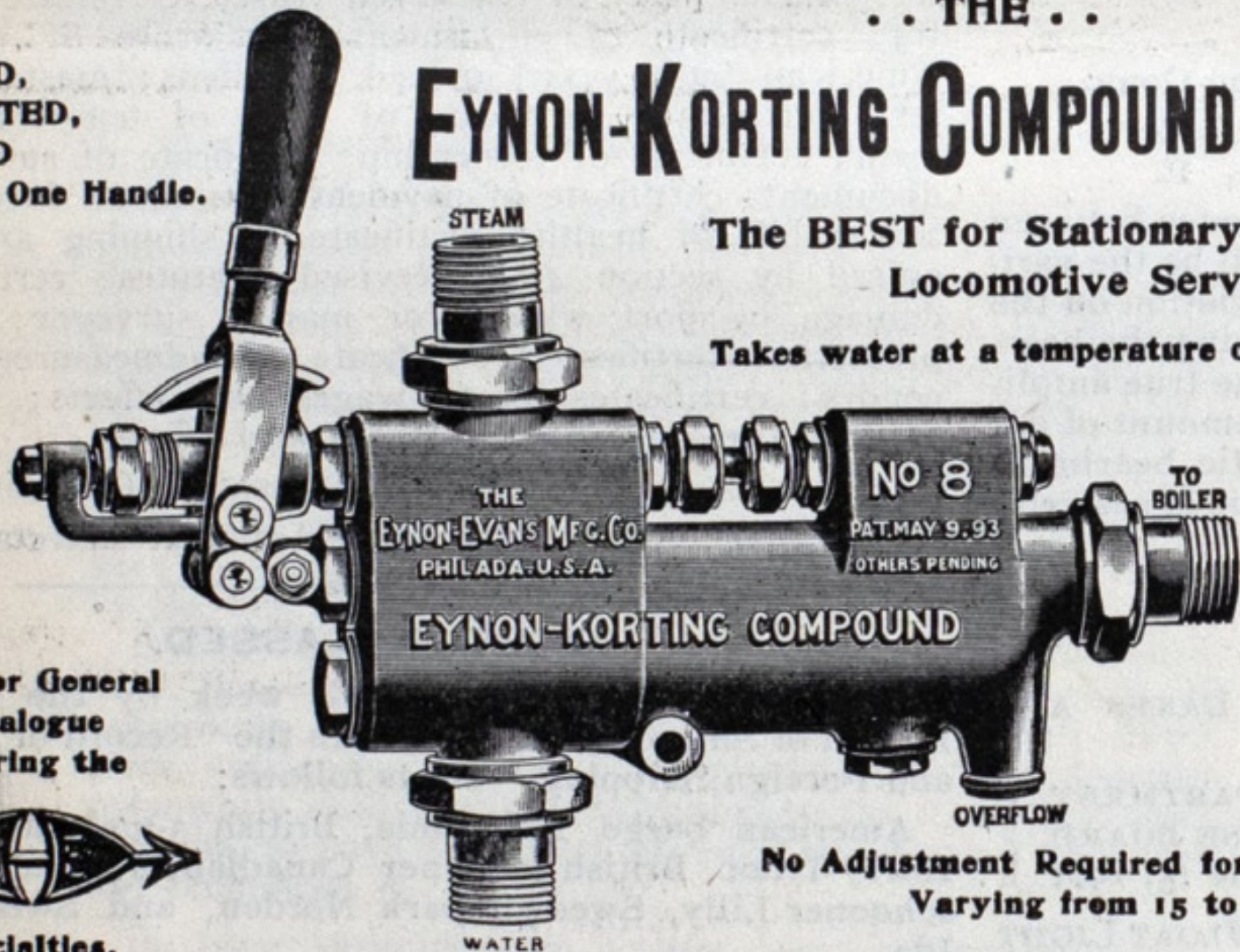
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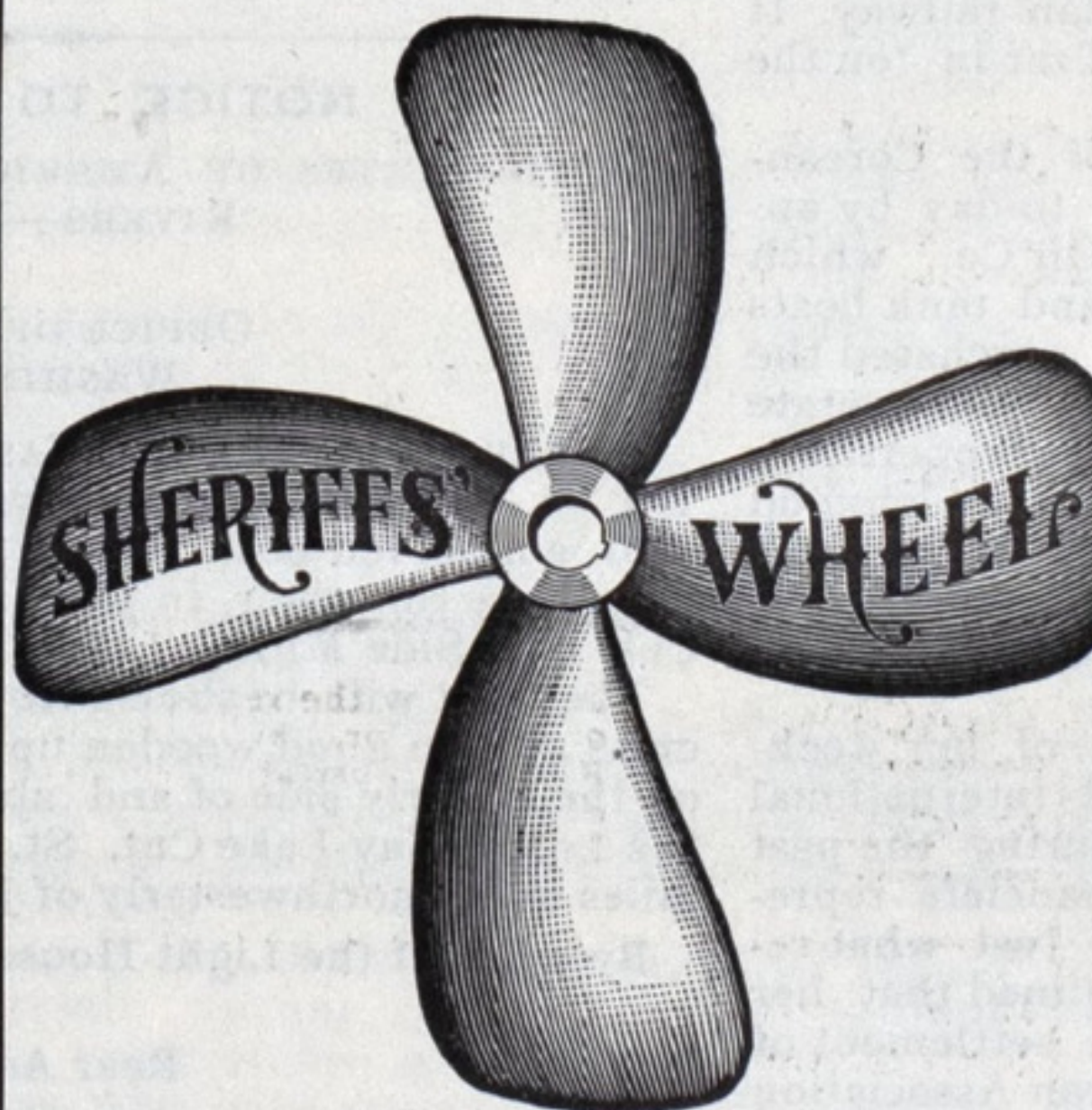
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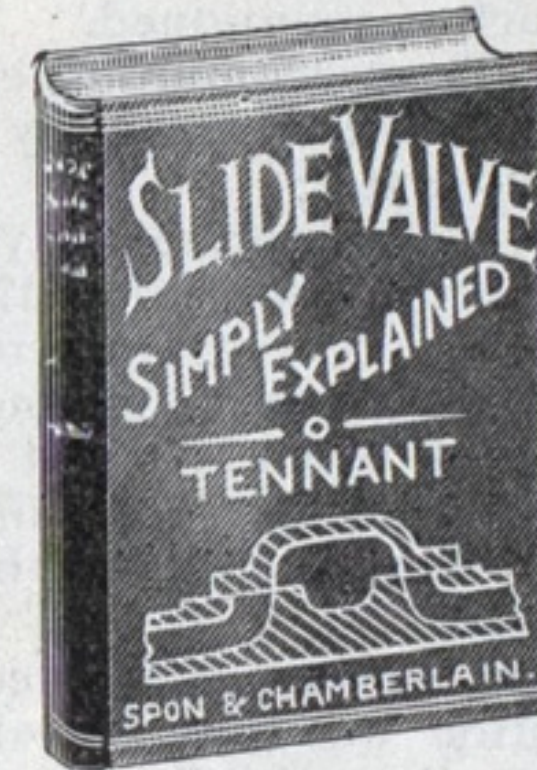
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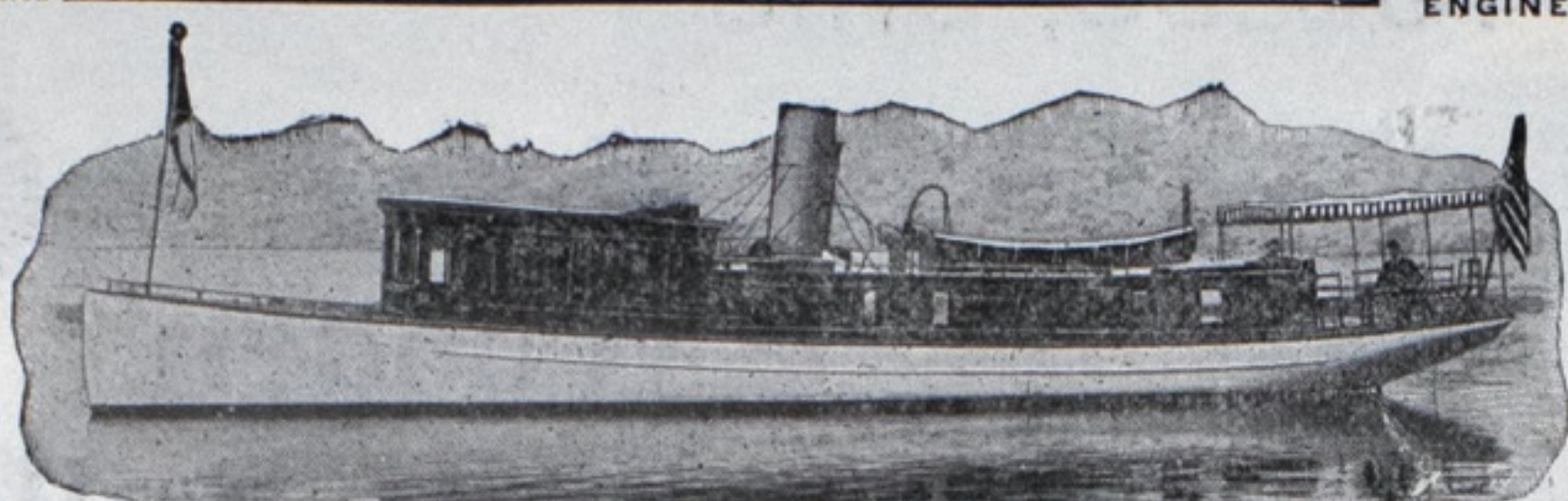


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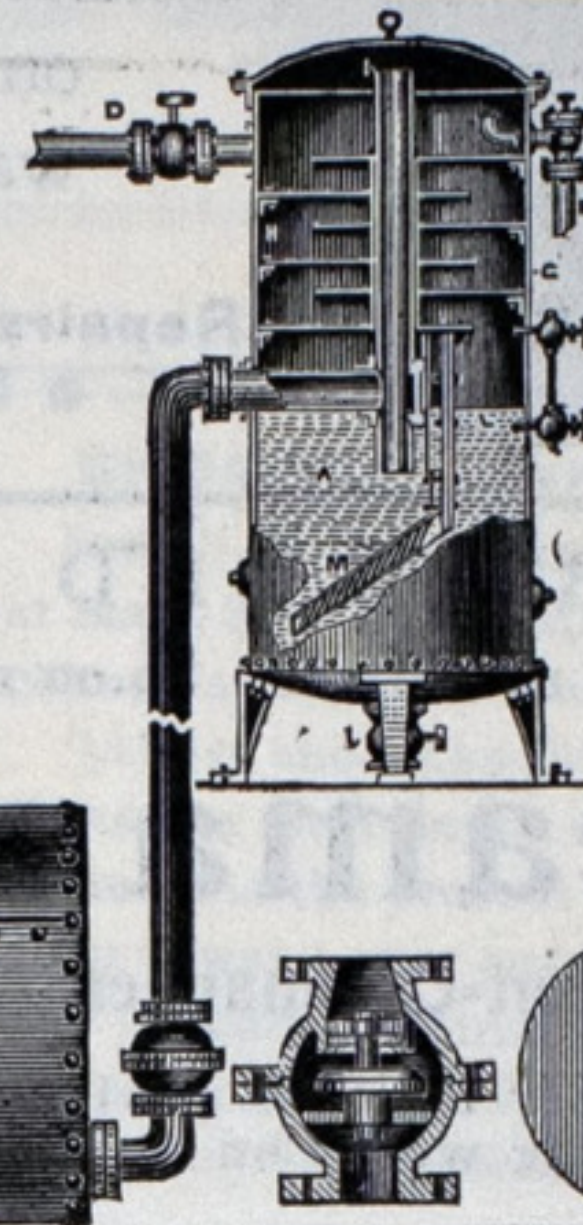
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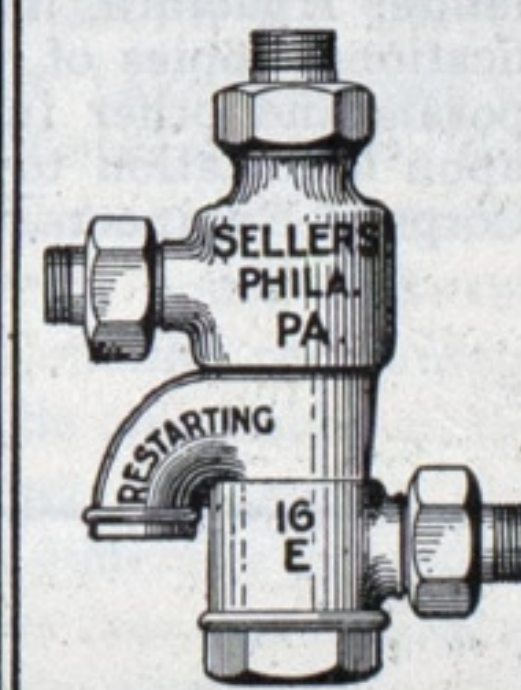


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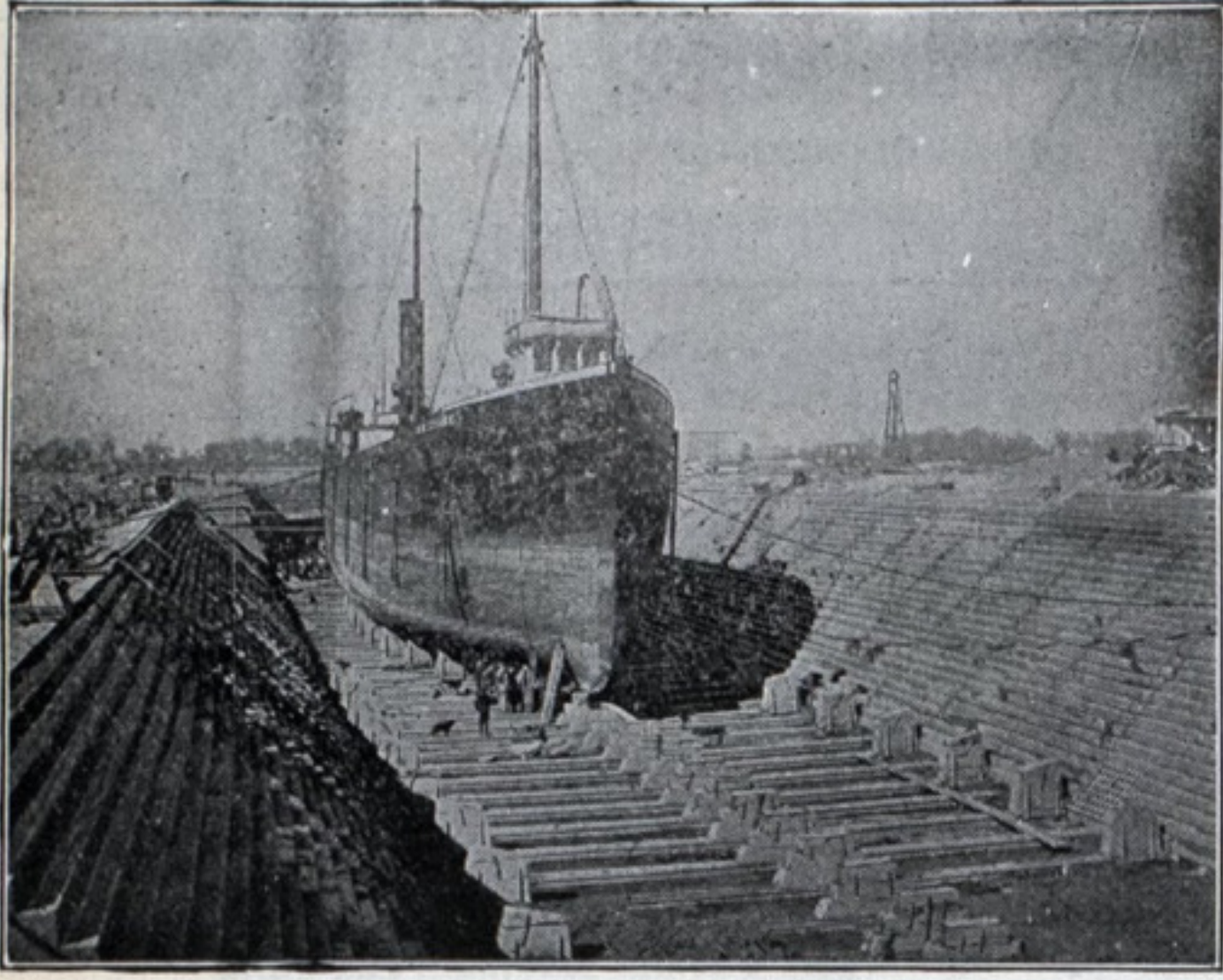
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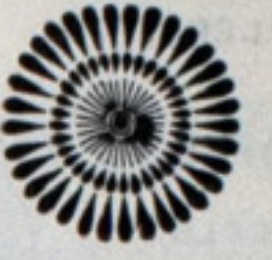
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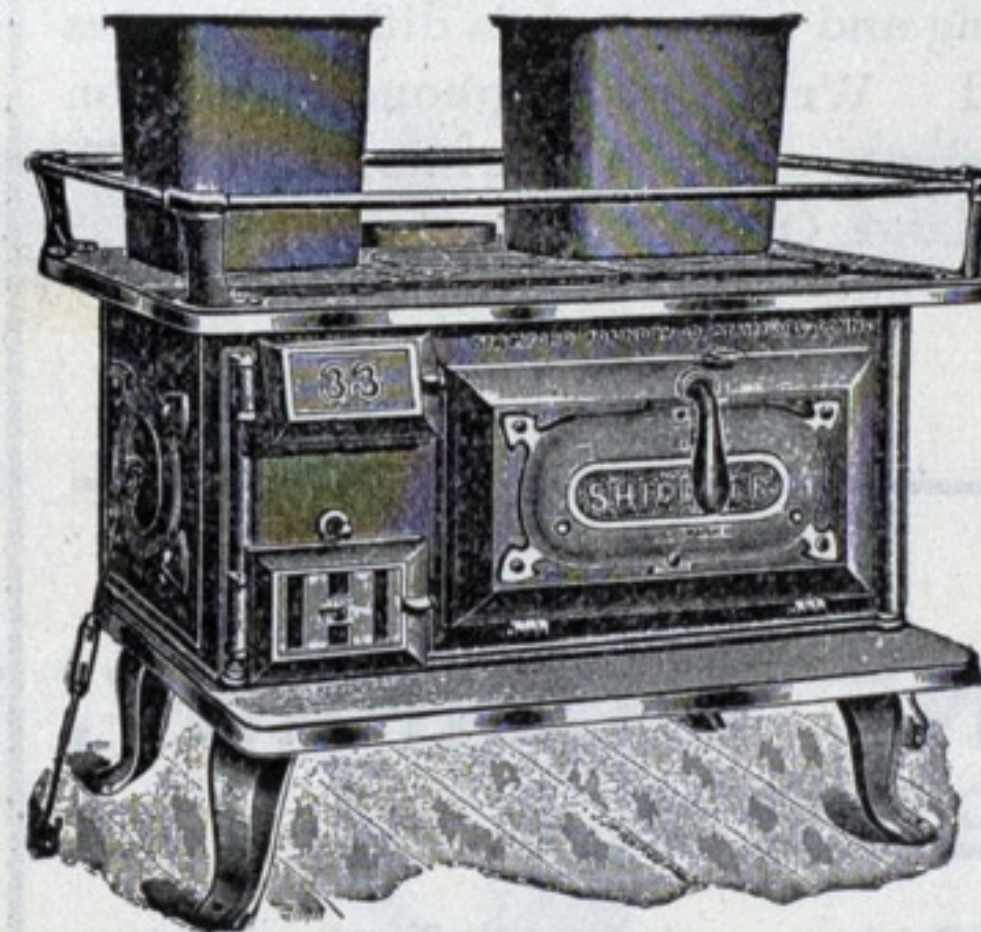
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